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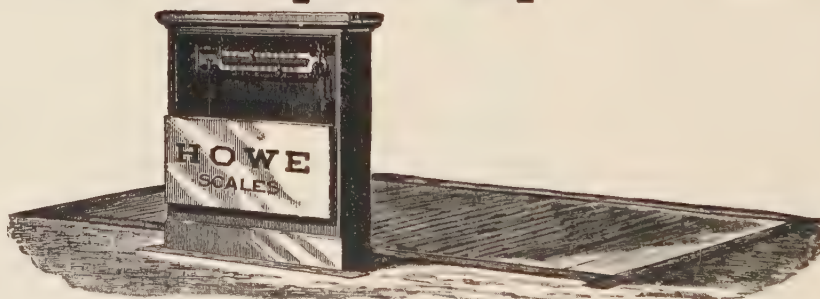
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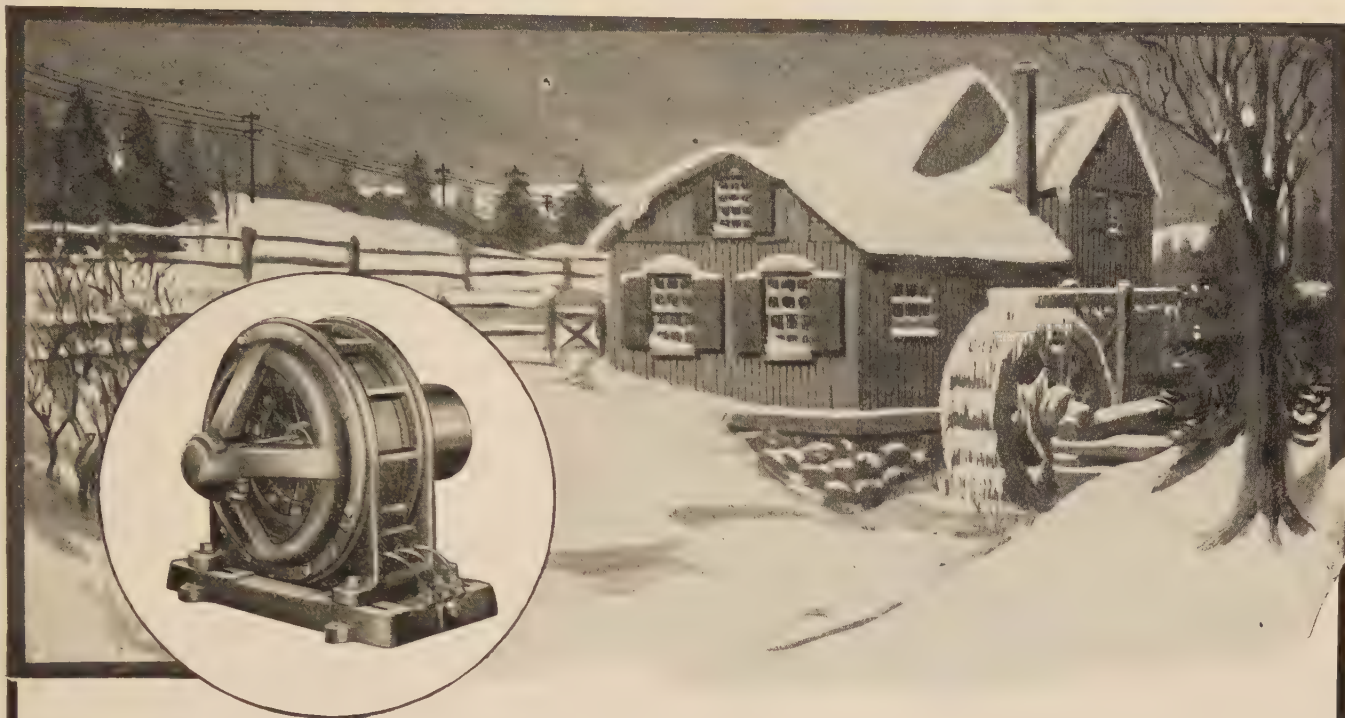
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During the dry season or in winter, when the streams are frozen, the miller appreciates the *all-year-around* reliability and convenience of G-E motor drive.

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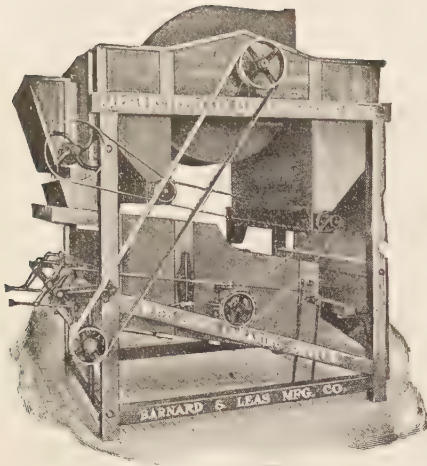
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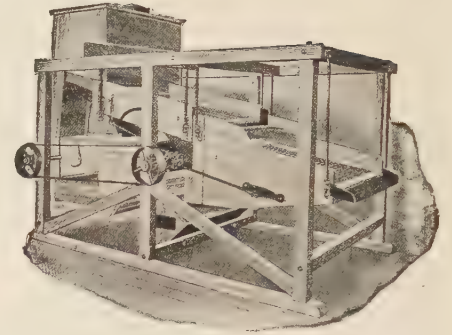
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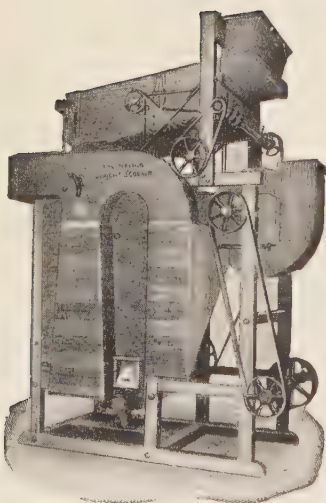
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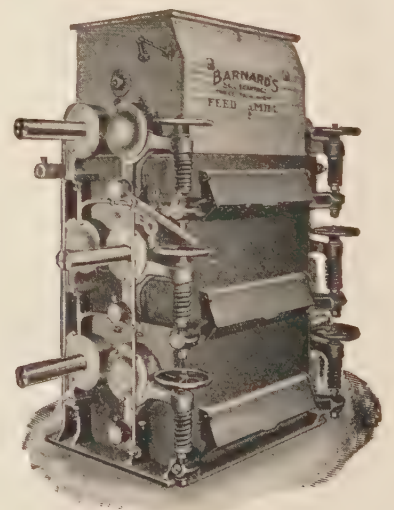
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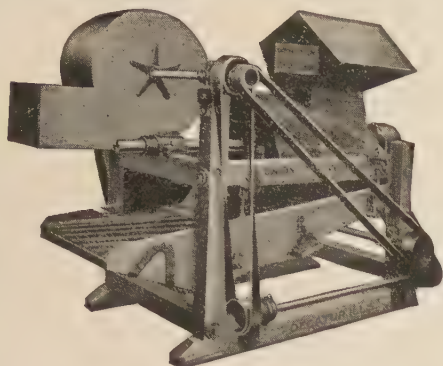


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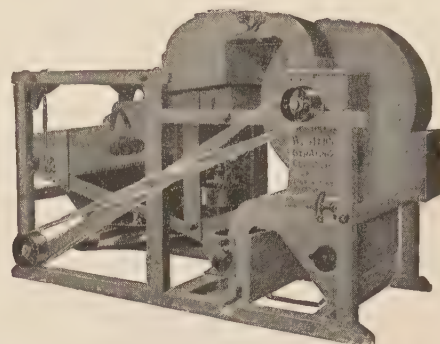
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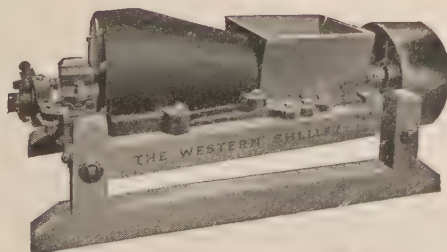
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of grain elevator machinery has been giving entire satisfaction, and where it is installed you will find few delays occasioned by inadequate machinery. No matter what you may need you will find it in the WESTERN LINE, and ready for quick shipment. Conveying elevator and power transmission, elevator boots, heads and buckets, shellers and cleaners of all kinds, chain drag feeds, spouting, steel legging, manlifts, pulleys, power shovels, friction clutches.

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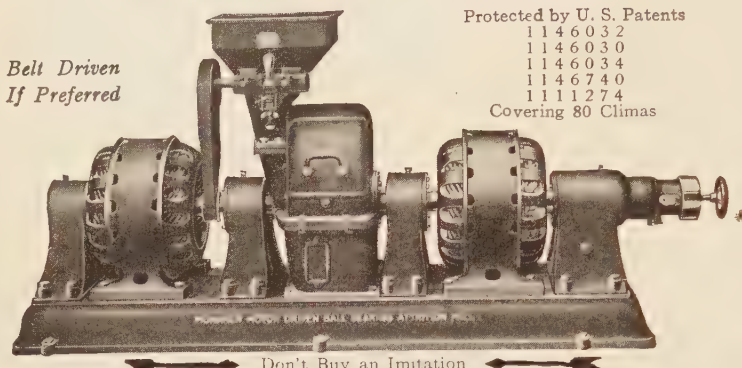


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Original design, worked out through painstaking experiments by experts and finally perfected, expert workmanship and unexcelled facilities of manufacture, the best of materials, carefully inspected both before and after assembly and careful construction, calculated for long service, are some of the points which have nourished the growing popularity of

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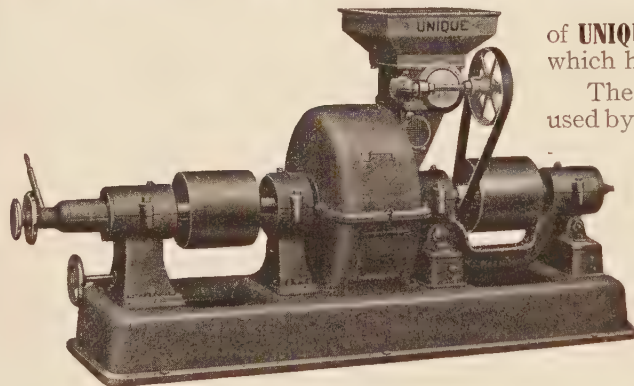
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The special grinding plates do such *soft grinding* that your customers will think grinding has been done on a Burr Mill. Let us give you names of users who can and will confirm these established facts.

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which will not clog or bind. Steel tubing fitted with maple pole. Point is turned of solid bar steel. Top is fitted with a bronze collar. Trier is 56 x 13/4 inches and has eight openings.

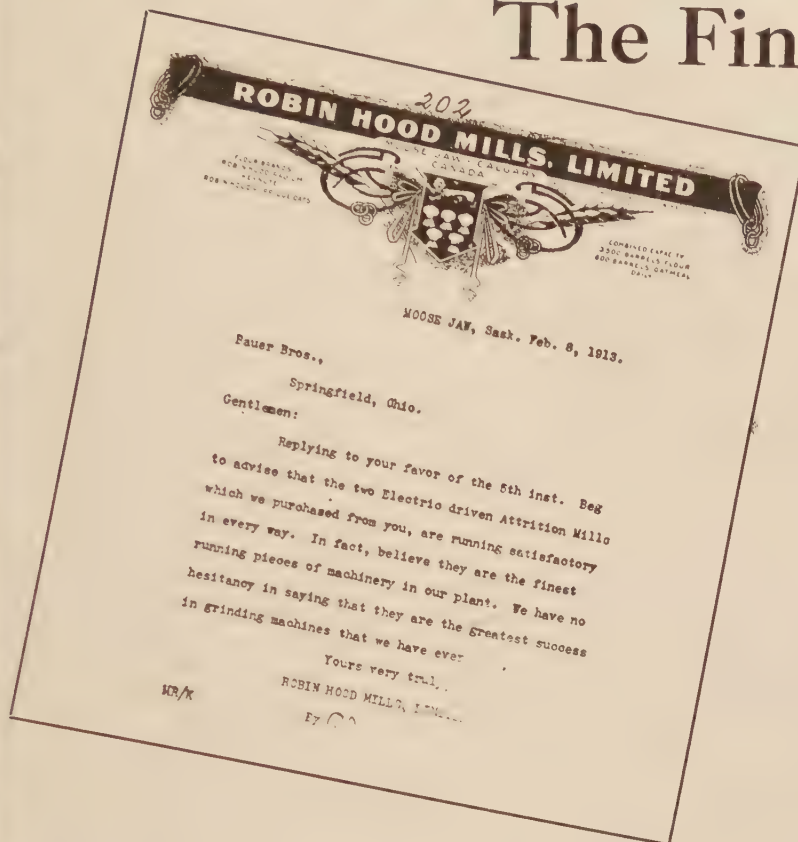
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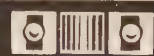
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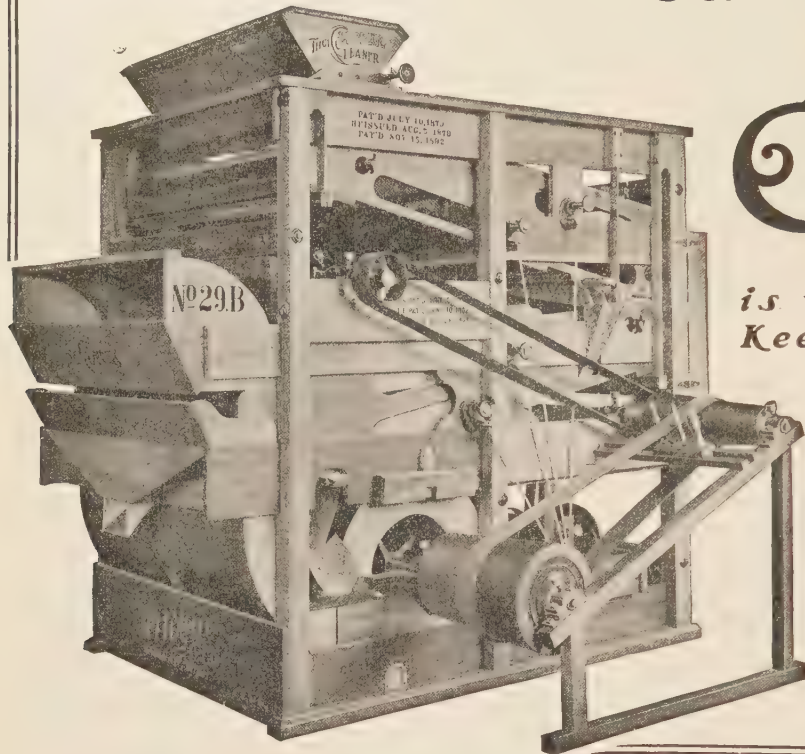
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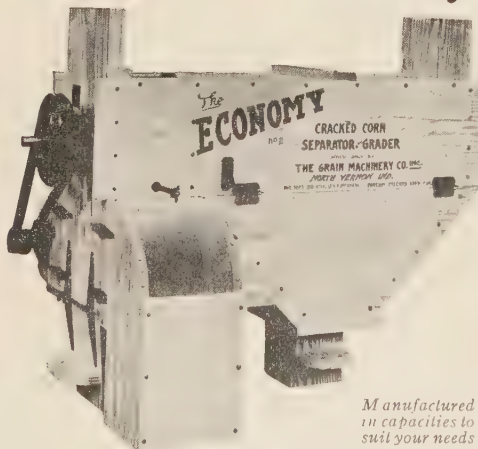
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OATS	45
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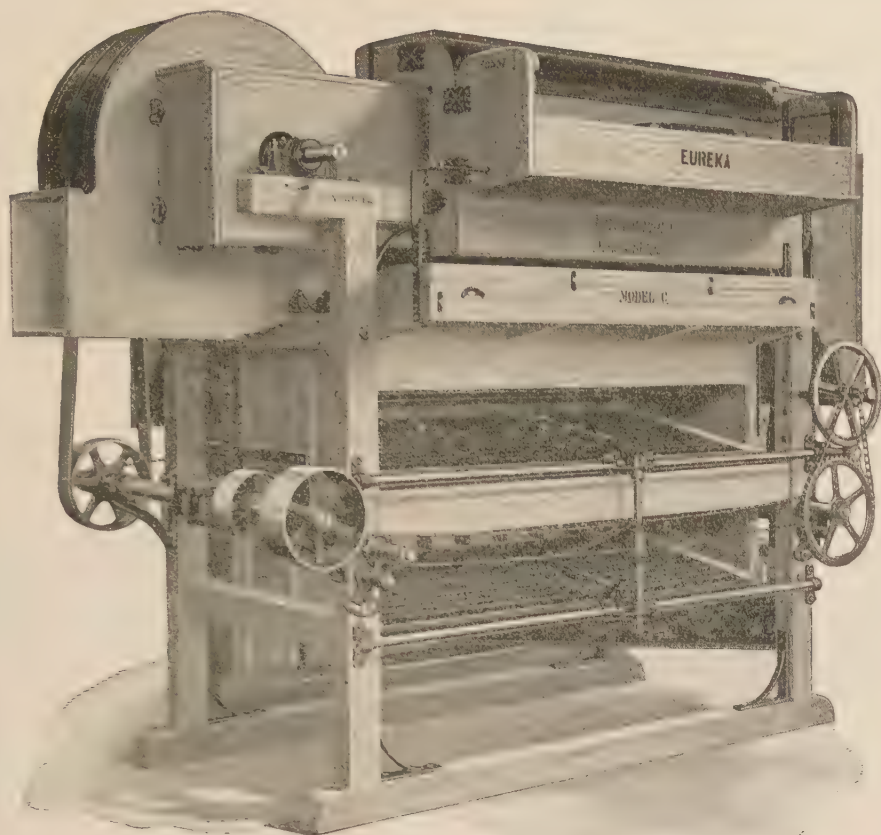
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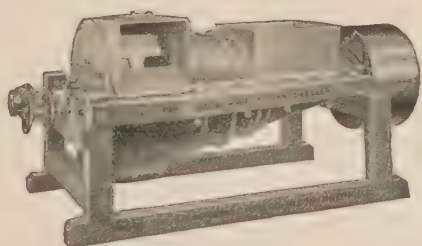
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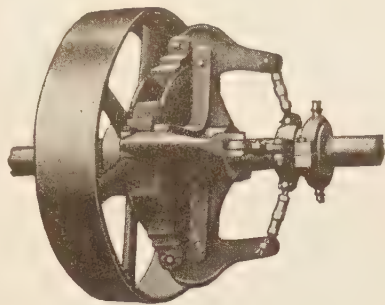
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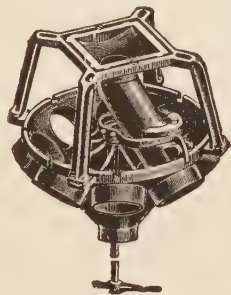
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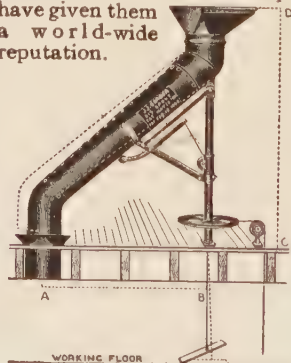


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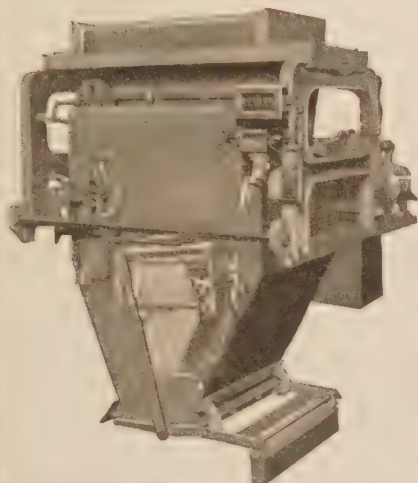
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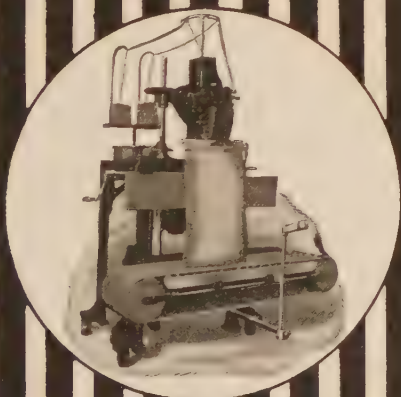
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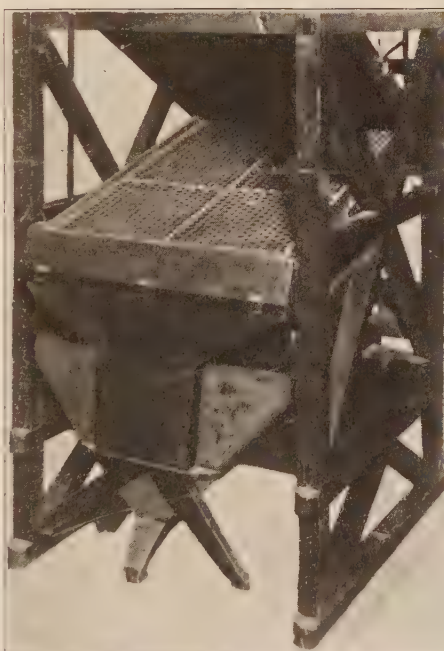


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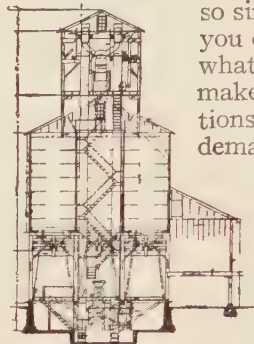
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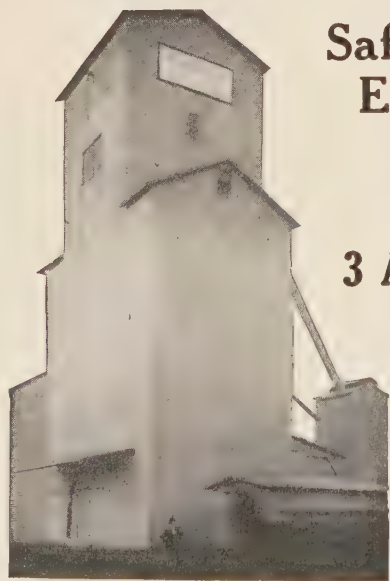
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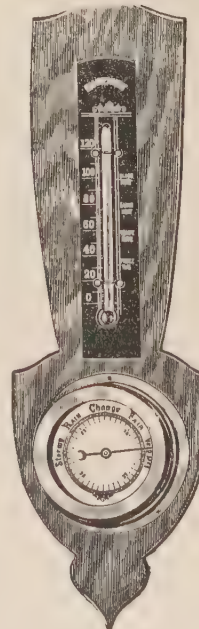
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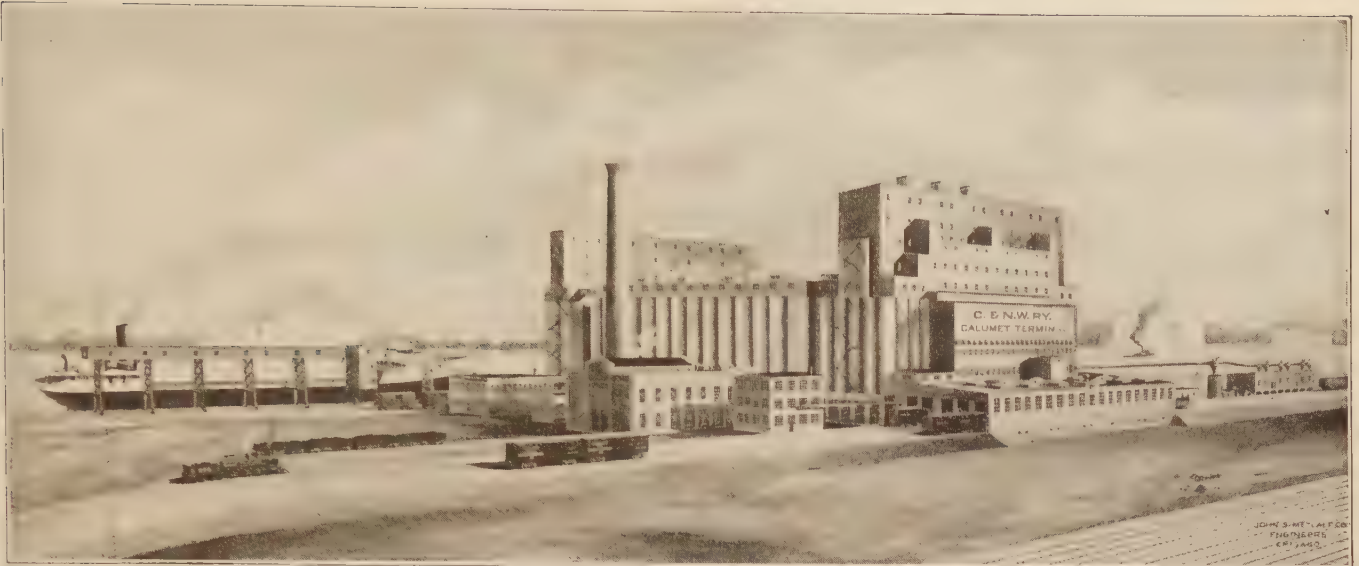
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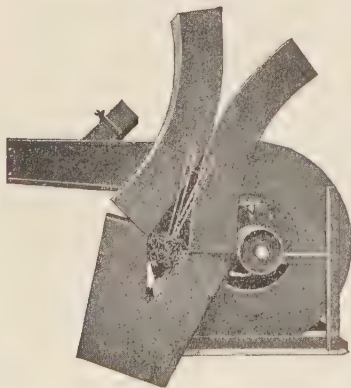
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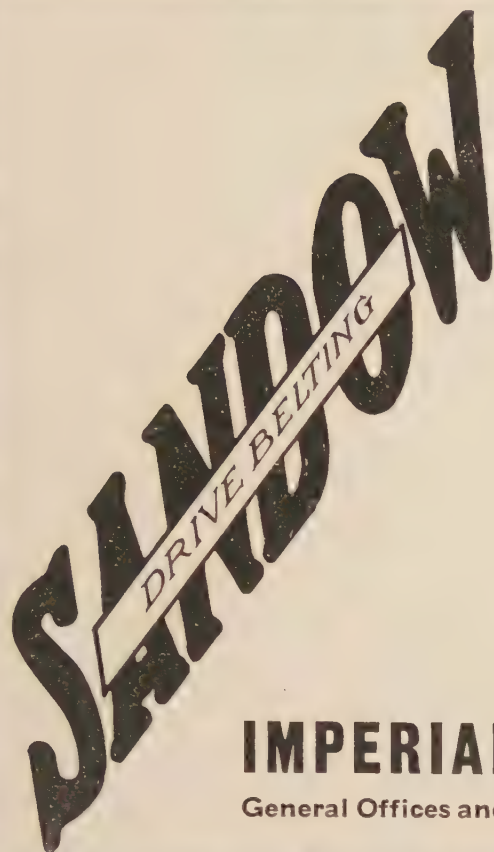
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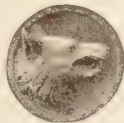
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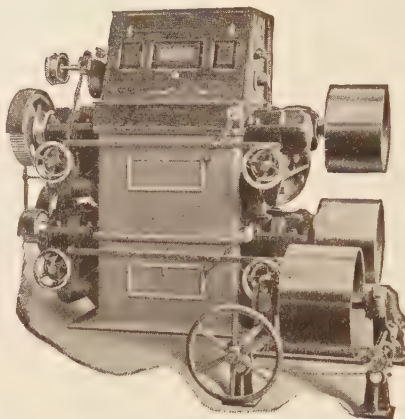
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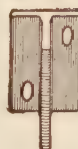
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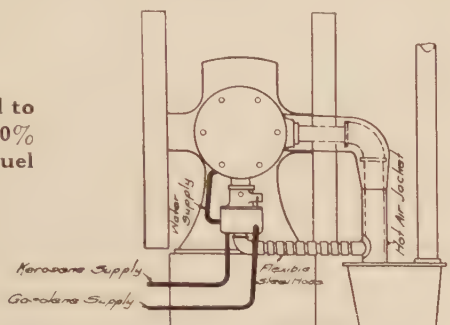
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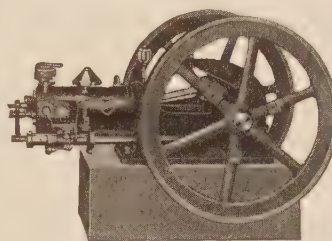
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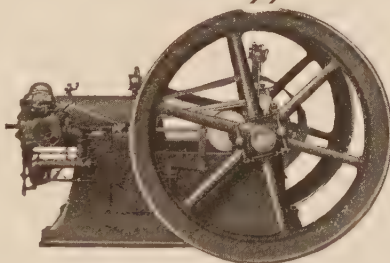
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MUNCIE OIL ENGINE CO.
Muncie, Ind., U. S. A. 1215 Jackson St.

OPERATED ON FUELS ALWAYS OBTAINABLE



8 to 160 H. P.
Oil—Gas—Gasoline

MONEY—

Invested in a **CHARTER ENGINE** brings 100% returns in power, service and reliability. We are doing it for others—why not you?

WRITE NOW

Charter Gas Engine Co.

Incorporated 1871
60-80 Wallace Street, STERLING, ILL., U. S. A.

Valentine Greetings!

February 14, 1916



There's an Art in every Trick
And a Trick in every Trade,
And so there's Art in using
The **BEST** Machinery made.
So, if you're wise for business,
Your Trade you would increase,
You'll try my Art in Dumping,
And watch your troubles
cease.
Don't wait until tomorrow,
But hurry! send the line,
I'll drive away your sorrow
And be your **VALENTINE!**

**Write today for
circulars**

There is nothing more
useful in a Grain Ele-
vator than a good
Dumping Apparatus.

L. J. McMILLIN
523 Board of Trade Bldg.
INDIANAPOLIS INDIANA

A Car-Mover that Stands the Test

NEW BADGER

**FREE
For 30 Days**



We will send you a New Badger Car-Mover for thirty days free trial and if it does not meet with your approval return it. We pay the freight both ways. If you keep it you are to send us \$5.00.

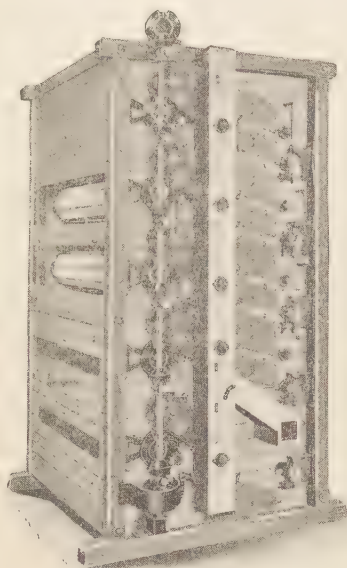
We would not make such an offer were we not sure that this Car-Mover would stand the test. It has been on the market for a long time and has always met with the approval of its users.

Drop us a post card and ask us to send you the New Badger for thirty days' free trial.

ADVANCE CAR-MOVER CO., APPLETON WISCONSIN

The RICHARDSON New Type Wheat and Oat Separator

(THE PERFECTED MACHINE)



eliminates the question of results by the following guarantee:

Select the type for your needs. We will ship it to you on 30 days' free trial. It must deliver results never given you by any other separator, upkeep low, account of splendid construction. The cost is lower compared with results delivered.

Send for full particulars as to price, floor space needed and power consumption.

son Grain Richard Separator Co.
15th Ave. S. E. and Winter Street
MINNEAPOLIS, MINN.

ELEVATOR MACHINERY

GRAIN DRYERS—All sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

SPORICIDE Sure Cure for in Oats SMUT

Simple to treat, one bottle with 2 gallons of water will treat 40 bushels of seed oats and guaranteed to eliminate the smut. Local agents wanted for exclusive territory. Good profit and good seller when introduced. Free Booklet. Established 1905

Sporicide Chemical Co., Atlanta, N. Y.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



KENNEDY AUTO STORAGE COVERS



To meet the need of an inexpensive and efficient cover for automobiles while in dead storage we are making a paper cover, which is proving the right thing for this purpose. These covers are made of strong, heavy paper, properly reinforced to prevent tearing. They protect the car against dirt, dust and moisture and will prevent the polished portions from tarnishing and the finish from checking in cold weather.

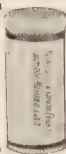
We make them in four sizes:
7 PASSENGER FORD SPECIAL
5 PASSENGER ELECTRIC

Grain Dealers can handle a few of these covers and make a good profit on them. Further information on request.

THE KENNEDY CAR LINER & BAG CO., Shelbyville, Ind.
New York Office, 41 Park Row

For Accurate Moisture Tests use our Grain Dealers Air Tight Cans for forwarding your grain samples.

ST. LOUIS PAPER CAN AND TUBE CO.
ST. LOUIS, MO.



Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

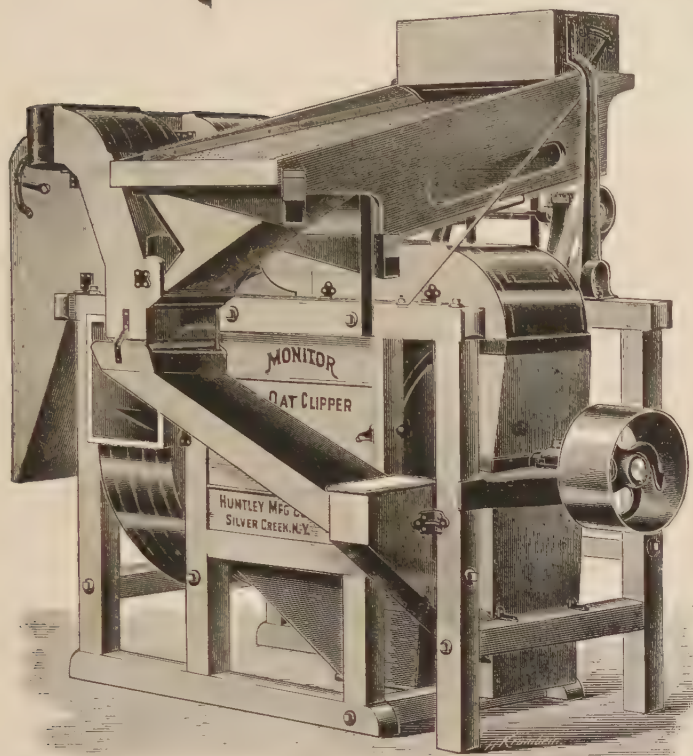
DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. PRICE \$1.25.

GRAIN DEALERS JOURNAL, LA SALLE STREET CHICAGO, ILLINOIS

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

*Monitor***All-In-One****OAT CLIPPER****SMUTTER****GRAIN CLEANER****Most in least space**

In the Elevator cramped for space and desiring to handle oat clipping and wheat smutting or scouring work in addition to regular grain cleaning, this all-in-one "Monitor" affords great advantages. It is an out and out complete equipped Oat Clipper carrying many distinctive features, having the endorsement of the largest Oat Clipper users everywhere. Also, the machine can be used with fine success as a Smutter, while with quickly and easily made changes the machine is converted into a Grain Cleaner, delivering two screen and two separate air cleaning operations. The last word in "Combined" equipment—ask for our literature and testimonials.

HUNTLEY MFG. CO., Silver Creek, N. Y.

**Have You
Seed For Sale?**

**Do You Wish
To Buy Seed?**

**See our "Seeds For Sale—
Wanted" Department
This Number.**

SHORTAGE CLAIMS**of Grain Shippers**

would be paid more promptly if certificates of weight which show kind of scale used, number of drafts, and who did the weighing, were used.

SHIPPERS' CERTIFICATE OF WEIGHT, Form No. 89 has been endorsed and recommended by the leading Associations of Shippers, because its use places the shipper's weights above question.

Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name;—lbs. equal to—bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the———R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed and numbered in duplicate. Originals on Goldenrod Bond paper and duplicates on tough pink manila in two colors of ink. Well bound with heavy hinged pressboard covers so they will open flat, containing 50 originals, 50 duplicates and four sheets of carbon paper.

Order Form No. 89 SWC. Price \$1.00.

GRAIN DEALERS JOURNAL, Chicago, Ill.

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

TWO ELEVATORS located on P. H. Ry. in Southwestern Ohio. Address J. & J. Leas, West Manchester, Ohio.

FOR SALE—Elevator and feed mill, best paying elevator in Eastern Oklahoma. A great bargain. Address Box 462, Kansas City, Mo.

NORTHWESTERN OHIO Elvtd. & coal business \$15,000.00. No trades. Do not write unless mean business. Address Wil, Box 11, Grain Dealers Journal, Chicago.

FOR SALE—Elevator 15,000 bu. capacity, and 100 barrel capacity roller mill, both on same location. Modern and fine shape. In good grain center. Newcomer, Adair, Okla.

KANSAS Elevator, 8,000 capacity, on Santa Fe Ry., for sale. First class bargain for quick sale. For particulars address Kansas, Box 2, Grain Dealers Journal, Chicago.

NORTHERN OHIO elevator for sale, 10,000 capacity, gasoline power, coal, feed and hay in connection, no competition in grain. Two churches and good school. E. E. Miller, Nova, Ohio.

NORTHERN INDIANA 25,000 bu. grain elevator and coal business for sale. Want to sell on account of health. For further particulars address Indiana, Box 2, Grain Dealers Journal, Chicago.

WESTERN OHIO elevator and coal yard for sale. For the past six years made over 16% interest on the price we ask. For particulars address Good, Box 2, Grain Dealers Journal, Chicago.

MINNESOTA Elevator, 10,000 bushels capacity and large tank holding 50,000 bushels, on Omaha right of way, for sale to close estate. Address Edward C. Farmer, St. James, Minnesota.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

CENTRAL ILLINOIS fine up-to-date 60,000 capacity elevator. Best money-maker in State. Good town. 300,000 bu. business. Price right. Address Bargain, Box 2, Grain Dealers Journal, Chicago.

CENTRAL Western Ohio, twin elevators, at a good point. \$300,000 business last year. No competitor. Will make an attractive cash price. Address Square, Box 2, Grain Dealers Journal, Chicago.

FOR SALE—12M bu. Elevator with coal and other side lines. Studded houses, two dumps, three stands of elevators. Automatic scales, steam power; on private ground. Price, \$6,000. Address A. J. McFadden, New Waverly, Ind.

FOR SALE Three elevators in Wisconsin, one located on C. & N. W. Ry., and C. M. & St. P. Ry. and other two on C. & N. W. Ry. Good paying proposition all year. Flour, seed and staples are jobbed in connection to the retail grocers. Reason for selling surviving partner retiring from business. Address XO, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

WESTERN N. Dak. 30,000-bu. elev. for sale. For particulars address Box No. 187, Fairview, Mont.

EASTERN OKLAHOMA—Two elevators, good locations. Address Member, Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good OHIO elevator and retail business in connection. Write Cowen, Box 3, Grain Dealers Journal, Chicago.

SOUTHERN KANSAS Elevator for sale. Only one in good grain territory. Write for particulars to James, Box 1, Grain Dealers Journal, Chicago.

NORTHERN IOWA 35,000 bu. cribbed elevator and coal business. Good grain section. Would take some trade. For further particulars address Sub. box 3, Grain Dealers Journal, Chicago.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

KANSAS Elev. in live town, handling, in addition to grain, ten side lines, making steady business throughout the year. Territory large, profits good. \$5,000.00 cash only. Address Line, Box 3, Grain Dealers Journal, Chicago.

INDIANA 40,000 bu. elevator, cribbed, only elevator in county seat, handle wheat, corn, oats and clover seed. Good farming community. Wholesale and retail flour and feed business in connection. Address Electric, Box 2, Grain Dealers Journal, Chicago, Ill.

HALLOWAY, MINN. 25,000 bushel capacity Stone Foundation Cribbed Grain Elevator for sale. Dump scale, Brick engine house. All strictly modern and in good repair. \$2,500.00 to quick buyer. For particulars address Might, Box 11, Grain Dealers Journal, Chicago.

OHIO ELEVATOR; Iron clad, 20,000 bu. elevator, in town of 500, only house here, with 125 square miles of good producing territory. Average shipments past ten years 125 cars. Only coal yard, handles 50 to 60 cars. Flour, feed, cement, tile, fencing and posts, in fact, an excellent side-line. Located in West-central Ohio, within 25 miles of Lima on N. Y. C. R. R. This is an excellent location, and money making business. Price \$3,000 until March 1st. This business will bear investigation. Do not write unless looking for a business beyond speculators basis. Address Success, Box 2, Grain Dealers Journal, Chicago.

ELEVATORS FOR RENT.

TWO GRAIN Elevators to rent, combined capacity 40,000 bus., electric power and lights. Halstead Attrition Feed Grinder, good size flour house in connection, also farm machinery business and garage to rent. Ask for more information. J. N. Bassett, Lena, Wis.

INFORMATION BUREAU

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Bureau, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED to buy an elevator either in Central Kansas or North Central Oklahoma. P. Lorenz, Cordell, Okla.

WANTED—To buy or rent, grain elevator in Ohio, Ind. or Ill. Address Tri-State, Box 3, Grain Dealers Journal, Chicago, Ill.

HAVE 80 acre farm in Central Illinois to trade for good 12,000 to 20,000 bu. elevator in good locality. Address W. F. Wilbourn, Olive Branch, Ill.

WANTED—To buy one or two good elevators in good grain territory in Iowa. Address Country, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED to buy modern elevator in Central Iowa. Must be money maker. Send full particulars to Good, Box 2, Grain Dealers Journal, Chicago.

TRADE FOR AN ELEVATOR. 3 lots on corner in good town of 500 in South Western Neb. Brick garage on rear of lots, 38x50. Address Farmer, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED to rent by thoroughly experienced grain buyer, an elevator in South Central Kansas or North Central or Northwestern Oklahoma. Will buy at end of first year if satisfactory. M. E. Pennington, Caney, Kan.

WANTED—To trade 11-acre tract of land in good town in Eastern Kansas, with nine-room house, barn 40x40, chicken house, all kinds of fruit; land in alfalfa; rents for \$250.00 per year, also lots in alfalfa; for elevator between \$6,000.00 and \$7,000.00 in eastern Kansas. Must be in good running order. Address Firm, Box 3, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

ELEVATORS FOR LEASE.

I WANT to lease several good elevators in Central Kansas or Northern Oklahoma. Address 611 North Washington, Wellington, Kan., or V, Box 9, Grain Dealers Journal, Chicago, Ill.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

SIDELINE SALESMEN wanted to handle the TOLLOMETER; reduces and checks telephone tolls; widely used by grain trade. A live wire can make \$25.00 extra per week. The Tollometer Selling Corporation, Forestville, Conn.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.

BUSINESS OPPORTUNITIES.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,100 grain men look to these columns twice a month for real opportunities.

KANSAS—First class Mill and Elevator for sale. Flour mill 175 bbl.; 40,000 bu. Cribbed Elevator. Both mill and Elvtr. lined all over with steel. Large brick boiler and engine room; 200 h.p. Corliss engine; 150 h.p. Atlas boiler plant; track scale. In good town, on two railroads, fully equipped, ready to run; on private land. No better wheat belt in the state. Same is all clear of incumbrances; \$8,000 cash will buy this with a \$3,000 note payable in two years. A bargain in a mill for someone who understands milling. Am no miller, and not able to get my sons interested to take it. Address Kaffir, Box 1, Grain Dealers Journal, Chicago.

MILLS FOR SALE.

A BRICK flouring mill of 50 bbl. capacity, located in Perryville, Ind. Terms easy. Apply to B. O. Carpenter, Perryville, Ind.

WATER POWER grist mill in Canaan, N. H., cheap; well located in good farming territory. For particulars address White, Box 3, Grain Dealers Journal, Chicago.

100-BBL. steam flouring mill, Co. Seat town, Western Minn. Large exclusive territory. Plenty home grown wheat. Price \$10,000, easy terms. Partnership considered. Part exch. acceptable. Thomas Sime, Owner, 309½ Jackson St., St. Paul, Minn.

FOR SALE 50 bbl. Roller Flour and feed mill with 10,000 bu. elevator in good wheat and feed section of Wisconsin. Oil Engine for power in good running order and on side track of R. R. Address J, Box 1, Grain Dealers Journal, Chicago.

FOR SALE CHEAP—A three-story custom feed mill with 40-h. p. gasoline engine for power, connected up and running at present by electricity; also 7-room residence. In most prosperous dairy section of New York on Erie R. R. with side track to mill. On Main St. in village of Randolph, N. Y. Address E. D. Holdridge, Randolph, N. Y.

PUBLIC SALE OF FLOUR MILL.

Fifty-Barrel Flour Mill at Wooster, Ohio. One of the best locations in Ohio. Water power, new forty-five horse power gas engine. Operated every day. Business \$80,000 annually. Will be sold at public sale March 11th, at 1:30 p. m., on the premises.

For information write the Empire Milling Company, Wooster, Ohio.

FOR SALE—A two-break, four-reduction, "Richmond" Reel Flour Mill, never-failing water power, power enough for 2 or 3 such mills. Located in one of the finest farming valleys in Western Kentucky, near main line of I. C. Ry.; running and in good condition. Reason for selling: owner has other business which occupies all his time. For full particulars address The Grain Machinery Co., North Vernon, Ind.

HELP WANTED.

WANTED Experienced, hustling grain cleaning machinery salesman. Address Special, Box 1, Grain Dealers Journal, Chicago.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

SITUATIONS WANTED.

POSITION WANTED as Manager Farmers or Line Elevator. 11 years experience. Understand book-keeping. A1 references. Fred. F. Current, Kewanee, Ill.

SITUATION WANTED by young man who is competent to manage Mixed Feed, Flour or Meal Mill. Address Cable, Box 3, Grain Dealers Journal, Chicago.

WANTED POSITION as traveling grain solicitor. Have had experience and can furnish A1 references. Address Hill, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position as Mgr. of Elevator, farmers line preferred. 15 years experience. buying and selling. Reference, last employer. Address Box 226, Ashland, Neb.

POSITION WANTED as traveling grain solicitor or manager of grain elevator. Experienced, A1 references. Address Dell, Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION as Manager or Auditor by man who thoroughly understands grain and can furnish best of references as to character and ability. Address Now, Box 3, Grain Dealers Journal, Chicago.

WANTED position as solicitor for reliable grain firm or manager of Farmers elevator company, by experienced grain man. Scandinavian. A1 ref. Address Jour., Box 2, Grain Dealers Journal, Chicago.

WANTED POSITION Manager of line elevator or private firm. 4 yrs. experience as Manager. 30 years old, married. Can furnish Bank references. Address Brown, Box 11, Grain Dealers Journal, Chicago.

ASSISTANT MANAGER of large feed and corn meal mill wants to make change. Familiar with buying, selling and grading. Twenty-nine years old. Address ABC, Box 3, Grain Dealers Journal, Chicago.

BY German 37 years old, honest, sober and not afraid to work, as manager in elevator. 10 years' experience. Neb., Kans. or Western Iowa preferred. Address Bob, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED as Elevator Manager and Operator, or second man at fair salary. Thoroughly experienced; can handle any part of the work, and not afraid of work. Address Kind, Box 11, Grain Dealers Journal, Chicago.

WANTED position as Manager Farmers Elevator, or good Line Co. Have had 15 yrs. experience in grain, live stock and coal. Can talk some German. References, and take job on a few days notice. Address Ted, Box 1, Grain Dealers Journal, Chicago.

COMPETENT all around grain man wants position, 12 years' experience, know grain and seed, how to handle elevators and men. Have had charge of line of country elevators; can both buy and sell. Can give references and bond. Now employed but wish to make a change. Address West, Box 3, Grain Dealers Journal, Chicago, Ill.

ARE YOU looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experiences, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

WANTED—Position as traveling grain solicitor for good commission firm, 14 years in the grain business. Address Iowa, Box 3, Grain Dealers Journal, Chicago.

WANTED—Position as manager of elevator or as grain solicitor. Ten years' experience. Know grain and seed. Keep books and give bond. Address Worth, Box 8, Grain Dealers Journal, Chicago, Ill.

POSITION wanted by grain man; age 35; one year on rates, R. R. claims, and correspondence exclusively; can buy, sell or solicit; will assume anything with a future. Address M. T., Box 3, Grain Dealers Journal, Chicago.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees need in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

WANTED position as Manager of elevator for Line or Independent Co. Several years experience in this line; 24 years married; high school and business college education; can handle any set of books. Gas engine expert. At present employed; can leave on short notice. Salary \$80 per Mo. to start. Earl Ogg, Ocoya, Ill.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habit. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly?

PARTNERS WANTED.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

YOUNG MAN with 5 years experience in grain buying and elevator business would like to buy part interest in country elevator. Address Hall, Box 3, Grain Dealers Journal, Chicago.

WANTED experienced grain man to invest \$5,000 and services in old established Chicago Grain firm that will stand rigid investigation. Address South, Box 3, Grain Dealers Journal, Chicago.

WANTED experienced grain man with \$5,000 to \$10,000 to invest and take active interest in established going grain company, owning and operating small terminal elevator. Address First, Box 3, Grain Dealers Journal, Chicago.

FINE opportunity for man with some capital to become actively interested in a thoroughly established grain commission business in St. Louis. Must be good salesman, solicitor and correspondent. Prefer a man under 40 years of age, acquainted with grain trade. Address James, Box 3, Grain Dealers Journal, Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

WHEAT BAGS FOR SALE.

5,400 second hand cotton bags at 11c each f.o.b. St. Louis, any quantity. Foell & Co., 123 Market St., St. Louis, Mo.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet-ing, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

MACHINES FOR SALE.

FOR SALE One No. 40 Owens Grain Cleaner with full set of sieves in good condition. One 100 bu. hopper scale used very little. No use for them. Address Thompson Farmers Elevator Co., Thompson, N. D.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

96% EFFICIENCY IN CRACKING CORN.

Our Method—We have devised a new method for making cracked corn which will give you 96% efficiency and at the same time give you a product that is even and unexcelled in quality. In fact, we steel cut every kernel of corn instead of grinding them, which eliminates the fine or undesirable product to 4 per cent. Our method is not only for corn but is adapted for Wheat, Rye, Barley, Rice, Peas, Kaffir Corn, etc., also cutting the grains to any degree of fineness desired.

By using our special corrugation we increase your capacity 25% more than at present, with 20% less power and give you a finished product superior in every detail.

It pays for itself—Taking into consideration the power saved, the increase in capacity afforded, the extra quality in product made, and finally the elimination of almost all of fine material created under the old way (which sells for less than cracked corn) means that our method will pay for itself in a short time.

Under the old way, a cracked corn separator is necessary, but with our method for general work, this machine is not required.

The results already stated will save you money on each bushel of corn, also the extra quality of product your customers receive will please them to the end of satisfaction, which will mean more sales, larger sales and finally greater profits; taking this into consideration no wide awake, energetic feed mill operator should lose any time in investigating our method. Write for information at once stating the kind of mill you now use for cracking corn.

Samples of cracked corn made by our method will be sent to any one upon request.

B. F. GUMP CO.,

431 to 437 So. Clinton St.

Flour Mill and Elevator Machinery.
Chicago, Illnols.

MACHINES FOR SALE.

ELEVATOR OPERATORS wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

THREE stands rolls 6x15 Peniers, Improved Roller mills, manuf. by Ypsilanti Mach. Wks.; one Special 11865 No. 0 Middlings Purifier, manuf. by Geo. T. Smith, Jackson, Mich.; one French stone burr; one Automatic Wheat Steamer No. 0; between 250 and 300 ft. 6 in. Popular Elevator webs and cups; Shafting, Pulleys, Engine and Boiler, 60-h. p. Farmers Elevator Co., Packerton, Ind.

FOR SALE.

Three size 2 Gray's Patent flour dressers. Two of these in excellent condition. The third shows usage, but is in good condition physically.

One 125 bu. per hour Beal polisher and scourer in good condition. The iron frame and casing on this machine makes it almost non-destructible.

Iron pulleys of all sizes and description. Steel conveyors of all sizes and lengths.

Elevator boots. Several sizes; in good condition.

Shafting of various sizes and lengths. Wells-Abbott-Nieman Co., Schuyler, Neb.

Can save and make money for you.

Entire line of remodeled guaranteed 2nd hand machinery must be sold within 30 days. Any size or make. Single and Double Head Attrition Feed Grinders and Corn Crackers. Single and Double 2 and 3 Pair High Roller Mills, Reels, Packers, Grain Cleaners, for all purposes. Boilers, Motors, Water Wheels, Burr Mills, Crushers, Shellers, etc. Can supply any thing new or 2nd hand for Flour or Feed Mill, Grain Elevator, etc. Satisfaction guaranteed. Write for prices at Once.

George J. Noth,
9 South Clinton St., Chicago, Ill.

SCALES FOR SALE.

USED but refitted Dormant Scales, any size, make or capacity, \$35.00 f. o. b. St. Louis. Wagon scales, various makes at prices that will startle. Write today. Howe Scale Co., 409 N. 4th St., St. Louis, Missouri.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

STEAM ENGINES, BOILERS.

FOR SALE—One second hand 14x42 Lane & Bodley Corliss Engine, 12 ft. fly-wheel, girder frame. Write or wire Southland Cotton Oil Co., Paris, Texas.

FOR SALE One boiler 16' by 54", 34—4" tubes; One 9x16 Brownell Automatic Steam Engine, water heater and feed pump. Cheap for quick sale. O. Klepinger, Ingomar, Ohio.

FOR SALE AT A BARGAIN; one 11x24 Simple non-condensing Murray Corliss Steam Engine, right hand Girder Type. 60 horse power running at 110 revolutions, on 90 pounds pressure at 1/4 cut off. Complete with 8'x14" flywheel and steam pipe and valve. Engine as good as new, only used a short time, but as we have discontinued milling we wish to dispose of it. Rippe Grain & Milling Co., Fairmont, Minn.

ENGINES FOR SALE.

FOR SALE cheap, one 25 h.p. Fairbanks Morse oil engine. Too small, used two weeks. Also one 30 h.p. General Electric Motor, 220 Volt. Loxa Grain Co., Loxa, Ill.

GREAT BARGAIN—Complete vertical Nash 3 Cylinder 75 h.p. Producer Gas Power Plant in good condition. Get particulars. Wolters Bros., Fremont, Mich.

ONE 30-h. p. Field Brundage Engine for sale cheap. Excellent condition. Present equipment for gas, could be converted to gasoline. Address L. O., Box 3, Grain Dealers Journal, Chicago.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

DYNAMOS—MOTORS

MOTORS for sale, one 15-h. p. Northern, 220 v. 1350 speed. Cheap. Snider Elec. Co., 1626 S. Broadway, St. Louis, Mo.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

Profit and Loss

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—In order that I may increase my profits and avoid losses by keeping well-posted, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents for one year's subscription.

Name of Firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....

SEEDS FOR SALE—WANTED

GRAIN WANTED.

WANTED—One hundred cars of oat straw, timothy, hay, buckwheat, grain and potatoes. Send samples.
C. T. HAMILTON, New Castle, Pa.

KAFFIR Corn, Milo Maize, Feed Wheat, Sunflower Seed and Alfalfa Meal Wanted. Spartan Grain & Mill Co., Spartanburg, S. C.

GRAIN FOR SALE.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of the Grain Dealers Journal, Chicago.

CORN BRAN WANTED.

CORN Bran Wanted. P. L. Zimmermann Co., St. Louis, Mo.

SCREENINGS WANTED.

SEED and grain screenings wanted. P. L. Zimmerman Co., St. Louis, Mo.

WANTED—Grain and grain screenings for fine grinding. We can use any kind of sound grain and screenings for milled molasses feed. COLONIAL CEREAL CO., Norfolk, Va.

WANTED — Chicken Wheat, Wheat Screenings, Milo Maize, Alfalfa meal, Oat Hulls or Oat Screenings. Wheat Bran and Middlings. Submit samples and prices delivered, car-lots. Adluh Milling Co., Columbia, S. C.

WANTED BALED FLAX STRAW In Car Lots

Address
FLAX FIBRE
1807 So. Clark St.,
Chicago, Ill.

SEEDS WANTED.

BUYERS of all kinds of field and garden seeds. Mail samples and prices to Omer G. Whelan, Richmond, Ind.

WANTED—Mammoth and medium seed, true to name. Mail samples with lowest prices to Walter G. Trumpler, Tiffin, O.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

WILL BUY

SQUASH AND PUMPKIN SEED, also Melon seed in large quantities, old, not germinating stock. Strong bags for export. Mail sampled offer to

I. L. RADWANER, NEW YORK CITY,
GRASS, CLOVER AND FIELD SEED,
IMPORT AND EXPORT.

BROKERAGE ACCOUNTS WANTED.

I WISH corn, wheat, hay, oats, flour and corn meal to sell on brokerage basis. 14 yrs. experience in Cuban grain trade. First class references. E. A. Lima, Lonja 431, Havana, Cuba.

THE W. A. SIMPSON CO. BALTIMORE, MD.

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CLOVER AND FIELD SEEDS**

(Write us for prices and samples Red Clover carloads or less)

CRABBS REYNOLDS TAYLOR CO. Crawfordsville, Ind.

**GRAIN
CLOVER AND TIMOTHY SEEDS**

Get in touch with us.

CLOVER FACES DEMAND

Stocks accumulate in Fall and Winter. Early Spring brings demand. Shipments heaviest in February and March. Keep in touch. Toledo is clover seed center. Our service is complete. Ask for our Saturday special, with market review.

SOUTHWORTH & CO.

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BALTIMORE, MD.

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Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses.

BUFFALO, N. Y.

Craver-Dickinson Seed Co., field seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.

CRAWFORDSVILLE, IND.

Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.
Peppard Seed Co., J. G., wholesale seeds.
Rudy-Patrick Seed Co., wholesale seeds.

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LeMay & Co., C. W., w'sale, exp. & imp. fld. sds.
LOUISVILLE, KY.

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Lewis & Chambers, field seeds.
Louisville Seed Co., clover and grasses.
Ross Seed Co., field seeds, exporters.
Wood, Stubbs & Co., seedsmen.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Northrup, King & Co., wholesale seeds.

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Radwaner, I. L., field & grass seeds, exp., imptrs.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

TOLEDO, OHIO.

The Toledo Field Seed Co., clover, timothy.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kaffir Corn. Write or wire for prices.

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A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380. Price, \$1.50

GRAIN DEALERS JOURNAL
315 South La Salle St. CHICAGO, ILL.

Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 200 pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A 28-page marginal index is bound in front. Bound in cloth with leather back and corners.

ORDER FORM 43. PRICE, \$2.00

GRAIN DEALERS JOURNAL
315 So. La Salle St., Chicago, Ill.

YOUR MESSAGE

Let the Grain Dealers Journal your message bear
To progressive grain dealers everywhere.

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SEEDS FOR SALE.

SEED CORN, also Seed Oats. Aye Bros., Blair, Neb.

WRITE US for price on Millet, Cane, Feterita, Milo and Kaffir Seed. Sharp Bros. Healy, Kansas.

BRIGHT heavy selected white oats for seed. Samples and prices furnished. Farmers Grain Co., Denver, Colo.

BRIGHT, PLUMP, dry farm grown Alfalfa Seed. Write for samples and prices. Porter-Walton Co., Salt Lake City, Utah.

SEED CORN, 5,000 BU., good, sound seed. Best varieties. 500 bushels Beardless Barley. Miami Valley Seed Co., New Carlisle, Ohio.

FOR SALE—Choice Wisconsin and Minnesota grown Clover and Timothy. Write for samples and prices. G. H. Krumdick Co., Winona, Minn.

SUDAN GRASS SEED, recleaned 1915 crop, high germination test. Write for prices and samples. Barkemeyer Grain & Seed Co., Great Falls, Mont.

FOR SALE—Thoroughbred Blue Grass. Seed grown on best farms in the heart of the Blue Grass region of Kentucky. For prices, write Elmendorf Coal & Feed Co., Lexington, Ky.

FARM SEEDS for sale. Sweet Clover (white blossom), Alfalfa, Big Four and Silvermine, Oats, Soy Beans and Reid's Yellow Dent and Griffith's Early Dent Corn. W. G. Griffith, McNabb, Ill.

SEEDS FOR SALE.

TIMOTHY and clovers a specialty. J. B. Leveille, Eyota, Minn.

WE HAVE a limited supply of old corn for seed, 1914 crop. Correspondence solicited. L. B. De Forest, Oneida, Ill.

SEED CORN, hand picked, leading varieties, white or yellow, \$2.50-\$3 per bu. Write me your wants. Ed. S. Barry, Hardin, Ill.

FOR SALE—Black Soja or Japan Peas, Cow Peas, Black Eye Peas and Black Peas. Prices furnished on application. COLONIAL CEREAL CO., Norfolk, Va.

GOOD SEED CORN at low prices. High germinating, 1914 crop; dry, well cured seed corn for immediate delivery, car lots or less, at reasonable prices. Write to-day for samples. Dakota Improved Seed Co. 122 Main St., Mitchell, S. D.

SEED CORN—A choice lot of 1915 Reids Yellow Dent Seed Corn, deep grain and well matured, germination test 99%, shelled and graded, sacks free. \$2.50 per bu. in ear, crated \$3.00 per bu. Will ship on approval. Shady Lane Stock Farm, Jerseyville, Ill.

SEED CORN—Our modern seed house is filled with the finest corn ever harvested. Four standard varieties. \$2 to \$2.50 per bu. If not satisfactory, we will return your money and pay freight both ways. Catalog free. Oaklawn Seed Farm, Box 22, Chatham, Ill.

WINTER VETCH

NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., Owosso, Mich.

WE BUY CHOICE WE SELL
Iowa Grown Seeds

Samples on Request
C. E. ATHERTON & CO.
DEEP RIVER, IOWA

We Are Importers
RED CLOVER

Write for Samples and Prices.
John J. Buffington & Co.
BALTIMORE, MD.

High Grade
Clover Seed

AT THE RIGHT PRICE
WM. G. SCARLETT & CO.
Baltimore, Md.

D. E. RAPE ALFALFA GRASSES

SEEDS FOR SALE.

FOR SALE—Recleaned timothy seed \$3.25 per bu. in bag lots or by car load. J. W. Richards, Ferris, Ill.

SUDAN GRASS SEED, Straight NECK CANE SEED. DAVIDSON FEED STORE, Lubbock, Texas.

GERMAN MILLET. We have a limited supply of German Millet which we can now offer to the market. Correspondence solicited. D. H. Clark, Galt, Mo.

THOMASSON-MORRISON GRAIN CO., Chattanooga, Tenn. Headquarters for Southern Cow Peas and Soy Beans. Write us for prices.

COW PEAS FOR SALE. Whippoorwill, New Era, Unknown, Clay, Iron and Black-eye. Can furnish straight or mixed cars. Sound goods put up in heavy new bags. Also Spanish Peanuts. Will pay you to get in touch with us. Farmers Union Supply Co., Henderson, Texas.

We have for sale several thousand bushels of seed corn, both 1914 and 1915 crop. Can furnish in large or small lots.

McGREER BROS., Coburg, Iowa

Rudy-Patrick Seed Co.

ALFALFA MILLET CANE
KANSAS CITY, MO.

LOUISVILLE SEED COMPANY

INCORPORATED
LOUISVILLE, KY.
Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

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WE BUY—WE SELL
HARDIN, HAMILTON & LEWMAN
Louisville Kentucky

SWEET CLOVER (biennial—

White and Yellow—hulled and unhulled)

Fancy Red Top
Orchard Grass
Kentucky Blue Grass
Tennessee Millet
Cow Peas
Soy Beans

Write for Samples and Prices Today
WOOD, STUBBS & CO.
[Incorporated]
SEEDSMEN
LOUISVILLE KENTUCKY

CRAVER-DICKINSON
SEED COMPANY

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TIMOTHY
CLOVER
ALSIKE
ALFALFA
POP CORN

CRAWFORDSVILLE SEED CO.
Crawfordsville, Ind.

Clover Seed
FOR SALE

Car lots or less. Ask for samples and prices

DO IT NOW

Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

BLACKMAN & GRIFFIN CO., Ogden, Utah, sell Alfalfa and Clover Seeds. Write them.

CHOICE CLEAN Iowa grown Timothy, \$7.50 per 100 lbs. Samples on request. St. Olaf Grain Co., St. Olaf, Iowa.

FOR SALE—Good seed corn, oats and barley. The dependable varieties. Samples on request. Allen Joslin, Holstein, Ia.

SWEET CLOVER SEED—White and biennial yellow. Large and small orders solicited from the trade. Bokhara Seed Co., Box 93, Falmouth, Ky.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

SEED CORN, Clover and Soy beans. We have several hundred bushels of early selected seed corn. Imp. Reid's Yellow Dent, and Johnson Co. White. Germination near 100%. Home Grown, recleaned Red Clover and medium Yellow Soy Beans. Shipped on ten days' approval. E. G. Lewis, Media, Ill.

I AM Headquarters for Cane Seed, Japanese Honey Drip and Crookneck Ribbon Cane, Seed Corn, Egyptian Wheat, Cotton Seed, Cow Peas, Burr Clover, Rhodes Grass, Johnson Grass, Bermuda Grass, Sudan Grass, Alfalfa, Feterita, German Millet, Japanese and Pearl Millet, Fancy Red Rust Proof Oats, Spanish Peanuts, etc. Ask for samples and prices.

ROBERT NICHOLSON,

Wholesale Seeds, Dallas, Texas.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

TRADE WITH US

When buying or selling

**Red, Alsike and White Clover,
Alfalfa and Timothy Seed**

also

Dried Peas.

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Established 1865

Milwaukee,

Wisconsin

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FOR SALE—Timothy, Red Top, and Clover. For samples and prices, write J. M. Schultz, Dieterich, Ill.

ALFALFA SEED and Sweet Clover seed, finest quality. Write for samples. Sevier Valley Merc. Co., Salina, Utah.

SEED CORN—8,000 bushels 100 per cent test, best yielding and maturing varieties grown. Satisfaction guaranteed. \$2.50 per bu. Sample and catalogue free. Wile Seed Co., Colfax, Ind.

FOR SALE.

Clover Seed,
Whipporwill, New Era,
Red Rippers, Clay and Mixed,
Recleaned
Cow Peas.
Horner Elevator & Mill Co.,
Lawrenceville, Ill.

SEED CORN, 1914 crop, Minn. grown. Early Murdock 85 day yellow. Especially suited to Minn., S. Dak., and North Dakota. Shelled and graded only. Purity 99, germination 95. Golden Jewel, 90 day yellow. Suited to southern half of Minn. and north half of Iowa and to Wisc. Purity 100, germination 90, on the ear. Will sell this corn cheap in ear or 100 bu. lots. Satisfactory test guaranteed. Minn. grown seed corn is in great demand.

Timothy Seed 100% pure at \$4 per bu.
E. C. Davis Seed Co., St. Peter, Minn.

"MAY BELL" Brand Pure Field

WE BUY **SEEDS** WE SELL

ROSS SEED CO., Louisville, Ky.

W. H. SMALL & COMPANY

Evansville, Indiana

FIELD SEEDS AND GRAIN

If you have Seeds to sell, send us samples.

If you want to buy, ask us for samples.

LET'S GET ACQUAINTED

SEEDS FOR SALE.

HIGH tested Reid's Yellow Dent seed corn, \$2.50 per bu. Satisfaction guaranteed. Clifford Post, Lewistown, Ill.

GOOD, clean 1915 crop timothy seed grown in vicinity of Wall Lake. Samples on application. \$3.50 per bushel. Wm. Claussen, Wall Lake, Iowa.

CLOVER SEED, Red Clover & Alsike. Any quantity, bag to car lots. Samples and prices on request. Wisconsin Seed & Fertilizer Co., Oshkosh, Wis.

PURE SUDAN SEED, ESPECIALLY GROWN FOR PLANTING IN ISOLATED FIELDS.

Inspected, Rogued, Recleaned. No Johnson Grass. Special prices for quick direct orders, 10 pounds \$1.00; 25 pounds \$2.00; 50 pounds \$3.50; 100 pounds \$6.00; 1,000 pounds \$55.00, double sacked. Absolutely the best quality, germination guaranteed. Supply limited. B. E. Miller (seed grower), Carlton, Tex.

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Standard Brands of

GRASS MIXTURES

for Lawns, Golf Courses,
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FOR ALL SOILS**

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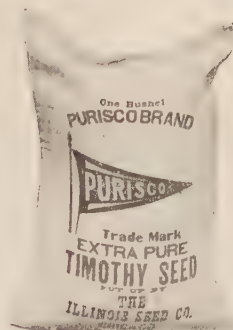
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Write for samples and quotations
before placing your orders.

We have some special bargains in Alsike and Timothy and Alsike and Red Clover mixtures.

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NATURAL GRASS
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RED TOP
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Would You Like to Add \$1,000⁰⁰ TO \$5,000⁰⁰ To Your 1916 Profits?

We have a very interesting, **profit-making** proposition for grain elevator men. This is the year for you to enter the feed business. Farmers need better feed than their soft corn.

It does not even limit you to making \$5,000.00 additional profits in 1916.

When properly handled it is a bigger money-maker for you than your regular business. The percentage of profit is unusually attractive. The investment is very nominal. Your volume of profit is limited only by your diligence, enterprise and push.

We have dealers who make double and treble these amounts. Their opportunities are no better, if as good, as yours — their competition much greater. We want to tell you all about this money-making 1916 proposition we are offering dealers on

SCHUMACHER FEED

and, in fact, on all our Horse, Hog, Dairy, Cattle and Poultry Feeds. We know from actual experience, if you have never handled feeds, especially our brands — (the fastest and largest sellers in the world) you will be surprised and gratified at the handsome trade you can quickly build up and the extra good profits you will make.

Just drop us a wire, or write us, asking for full information and let us show you how you can increase your 1916 profits 'way beyond your most sanguine expectations. Do this — before turning another page — the big feed selling season is right now. Address,

The Quaker Oats Company,
Chicago, U.S.A.

P. S.—Read this — just a word of actual proof.

The Quaker Oats Company, Chicago, Ills.

Gentlemen — After selling SCHUMACHER FEED for the past ten years, I feel that it is the most satisfactory feed that I can carry. I feel that I am doing the right thing to sell it for any kind of stock, and I don't feel very badly if I am out of most any other kind of feed for SCHUMACHER feed will fill the place.

Truly yours,

Fayetteville, N. Y.

W. M. JONES.



GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, FEBRUARY 10, 1916

FIVE THEFTS reported in the news columns of this number prove that the grain elevator office is not a safe deposit vault, and even the owner cannot afford to use it as such.

ACCIDENTS IN elevators, we are sorry to relate, are occurring with just as much frequency this year as in the past, and our news columns of this number contain reports of eleven different accidents, most of which could have been prevented.

COUNTRY ELEVATOR men who persistently press their farmer patrons to test all seeds for germination are quite sure to handle more grain than the elevator man who takes no interest in the welfare of his patrons, nor attempts to assist them to larger crops with less labor. The influence of intelligent suggestions from the grain dealer on the farmer often works much benefit to both.

THE EX-CHEMIST who devised for the agricultural department the most complicated system of irrational accounting ever suggested for any grain elevator, predicts that in five years no other system will be used. It is really wonderful how much genuine enthusiasm a theoretical accountant can work up over a few well ruled, clearly printed forms. When the grain trade adopts the government's form books for accounting, an expert accountant will be needed in each elevator,

GREEN BUG reports continue to disturb the bears, and while there is no doubt plenty of time for the bugs to be killed off before the wheat is destroyed, they are present in large numbers in many fields in the Southwest.

THE CAR SHORTAGE troubles of would-be shippers in some sections of the country are becoming very serious, as is clearly shown by the pictures of ear corn piled in the streets of Agenda, Kans., reproduced on page 208 of this number. Shippers who have damp grain in their elevators need to retain plenty of bin room to facilitate their turning it over, cleaning and blowing it, so it will not get out of condition or spoil on their hands.

MISSOURI RAILROADS, working under an old state law, have been docking all shortage claims made by the grain shippers of that state, to allow for so-called "natural shrinkage" in transit. Inasmuch as this practice has been discarded by most railroads, because they could not defend it in the eyes of the shipping public, the secretary of the Missouri Grain Dealers Ass'n has been able to induce the Missouri railroads to conform to the practice of railroads outside that state, and discontinue docking shortage claims for the mystical, mythical, unnatural shrinkage.

SHIPPERS must be paid for grain door lumber when the carrier fails to furnish the materials, under the decision of the United States Supreme Court of Jan. 24, published elsewhere in this number of the Journal, holding that on intrastate shipments state courts can give judgment for shipper under the common law duty of the carrier to provide suitable cars. The Interstate Commission having held that shipper should refuse a car not equipped with grain doors, and that the carrier can not reimburse the shipper if the payment is not authorized by tariff we have the Interstate Commerce Commission in the unfavorable light of denying to the shipper a right conceded to him by the several states.

PRIVATE CAR SEALS, bearing shipper's name and numbered consecutively, have frequently been recommended through the Journal's columns by Board of Trade weighmasters and by grain dealers who have used them to their own protection and satisfaction. These seals lock automatically and cannot be duplicated, hence should protect the contents of cars against petty thieves. They are not expensive, and one firm manufacturing a popular seal reports that more than 5,000 customers have favored it with repeat orders. This proves conclusively that shippers are generally recognizing the advantage of the private seal. The wonder is that every grain shipper does not insist on having his own car seal placed on his own shipments.

TWELVE FIRES reported in the news columns of this number of the Journal, bear convincing evidence that elevators will burn whether the buildings and their contents are insured or not. In the cases of fires where the causes were known, two were credited to overheated stoves, one to spontaneous combustion and one to lightning. Each one of these four fires could easily have been prevented had proper precautions been taken against fires from the three known causes.

A TAX on bank checks would prove more of a burden on the grain business than almost any other line, because the grain elevator man's office is generally so far from the business center he cannot afford to keep very much money on hand, and must issue checks. The old time practice of issuing a weight certificate and having it extended, figured and paid for at the bank, is very unsatisfactory. While the proposed tax is so far resting in committee, it is likely to be levied any time, if the public does not protest.

GAMBLING is so clearly differentiated from speculation by J. C. F. Merrill, sec'y of the Chicago Board of Trade, that his address published under the title "Truth and Error in the Economics of the Grain Trade" elsewhere in the Journal, bids fair to become a classic. Grain dealers and exchange members who know their business is an honorable one but have lacked the ability to express themselves, by diligent study of Mr. Merrill's address would equip themselves to spread broadcast the same message of truth.

DEALERS WHO favor changes in grain exchange rules which will permit trading in thousand bushel lots of grain, for future delivery will regret to learn that the amendments to the rules of the Chicago Board of Trade permitting trading in thousand bushel lots of corn and cats, as well as wheat, which was heretofore permitted by the rules, have been lost. No doubt the option prices would more accurately reflect true values of cash grain if trading in small lots was permitted and the smallest country dealers could hedge against their holdings.

RAILROADS WILL NOT be wrecked hereafter by financial pirates, if the bill introduced by Senator Norris of Nebraska becomes a law. So many railroads have been robbed thru the dishonest schemes of their official boards, the wonder is legislation of this character has not long since been placed on the statute books. It seems that more money has been wasted by the conscienceless wreckers than has been paid in dividends. If the net revenue of all railroads was expended solely for the benefit of the roads, each would have more and better equipment and not be put to the necessity of continuously crying for higher freight and passenger rates.

PUBLICATIONS of the U. S. Department of Agriculture, well printed and edited as they are, make interesting reading for the elementary classes in agricultural colleges; but rarely aid the men engaged in handling, milling or distributing the products of the farm, as the department's investigators simply set down how things are done, without suggesting new and improved methods, the problems confronting workers in the mills going unanswered. Instead of compiling into pamphlets matters of common knowledge would not the scientists be better employed in research work?

DENVER HAS a commendable method of determining discounts on off-grade grains sold shippers track, which no doubt will win the favorable consideration of every shipper patronizing that market. Discounts on grain sold to members of the Denver Grain Exchange and graded at Denver, are determined by a committee of three members, who have no interest whatever in the grain. Any grain which fails to come up to the contract grade is turned over to the committee by the Chief Inspector, and this committee not only considers the prices ruling in other markets, but also the quality and the condition of the grain. This is truly a very fair method of arriving at an equitable settlement price for grain which fails to come up to the contract grade.

NORTH DAKOTA'S Railroad Commission has recently ruled that where grain dealers sell their elevators, retire from business, lose elevators by fire, or become insolvent, they may deposit in the name of the holders of storage tickets, in a local bank, the value of the grain stored on the day they quit business, and that the holder of the ticket shall be required to surrender the ticket and accept the price ruling on that day. Elevator operators who long have suffered from granting free storage to grain growers will be pleased to note that the Commission holds the owners of stored grain "*can not speculate on the warehouseman's account after he has gone out of business.*" That is exactly what the farmers have been doing with the giver of free storage, for these many years, and what is more, the elevator man has stood the shrinkage, ramage and deterioration from other causes, without complaint. Few country elevator operators have sufficient storage room to justify them in attempting to handle any grain other than their own, but if they must store for outsiders then they should charge at least 1c for every 15 days, and thereby encourage the grain owner to dispose of his stored grain, releasing the storage room for the handling of other grain. The storage room is worth much more to the elevator operator than to anyone else, and by gradually advancing his storage rates he will finally encourage the farmer to do his storing at home.

THE STANDARD OIL Company and its subsidiaries continue to pay annual profits of 150% to 200%, all of which seems to have been unfairly exacted from the buyers of gasoline. Investigation conducted recently, in response to a resolution passed by the U. S. Senate, resulted in the blame for the existing high prices of gasoline being placed entirely upon the Standard Oil group of oil companies, which are supposed to confine their operations within the borders of the various states in which they are organized. The Standard Oil Co. has always been credited with leading the rest of the world in greed. The report confirms the suspicion that the price charged consumers for gasoline is not justified by the small increase in price paid producers for crude oil, but the Standard will continue to milk the public just the same.

ADVANCING MONEY to strangers, on grain which they have promised to deliver at a later date, is decidedly unpopular in Kansas just as present. The grain dealers, with their usual consideration for the man who grows grain, have not hesitated to advance \$10 to \$25 on grain sold them, and several dealers who have so favored their prospective patron recently have been much chagrined by his neglect to deliver the grain as contracted. Paying money to strangers is always a risky transaction. This trick for extracting money from country grain buyers has been worked so many times in years gone by, the wonder is that anyone could now play it successfully, but some sharper is succeeding in Kansas and no doubt will soon jump to a fresh field. Look out! Require identification and then refuse to pay out any money until grain is delivered.

FOUR LARGE organizations of railway employees, including in their ranks every form of railroad labor, have united to demand their portion of the tremendous net earnings of rail carriers since the general boost in freight rates. These demands mean either an increase of \$100,000,000 per year in the operating expenses of the railroads; arbitration, or a strike of the employees which would tie up all branches of the service. The grain trade is interested, not so much in the justice of the requests, as in learning that the carriers can afford to bear this additional expense. It is not denied that union labor sometimes overestimates the earnings of employers, but those in charge of the organizations in question are level-headed men, and the figure quoted was arrived at after careful investigation. Railroad labor, however, has been increased, during the last 11 years, from 30 to 42%, indicating that wages of railway workers have kept pace with increases granted other employment. Shippers who contract grain for future delivery need to keep in mind that a general strike of railroad employees may thwart all their plans.

FREE SEEDS at the government's expense have so long been recognized as one of the perquisites of membership in the Lower House of Congress that it will require a strong protest from the long suffering public to force a discontinuance of the ridiculous practice. At a recent convention of Michigan farmers, a resolution was adopted, requesting Michigan congressmen to distribute farm seeds only to persons recommended by the state experiment station. That would give the managers of the experiment stations a pull which the congressman thinks is peculiarly his own, as the dictator in the matter of distributing his quota of government seeds. Before agreeing to be directed by any interest other than his own, the congressman will vote to discontinue the distribution of all government seeds, and that would be a true blessing without any disguise.

THE STUBBORN obstinacy with which many country elevator operators bid over the market for grain proves conclusively that they think General Grant was always right and that he never changed his plans or his tactics. Too many country buyers paste over their desk the slogan "*I'll fight it out on this line if it takes all summer.*" They cannot help but be confronted by frequent evidence that their policy is dead wrong, yet they haven't manhood enough to make the change. The man who has an accurate accounting system can generally detect the weak spots in his business and correct practices which are unprofitable, but the man whose accounting system gives him no clue as to the rat holes, keeps struggling right along, losing, losing, and in utter ignorance of why or how. When elevator men induct better methods of accounting into their business, they will involuntarily adopt better methods of conducting their business.

STATE SCALE inspection in Nebraska does not seem to be very efficient or satisfactory to the grain men of the state. One grain man complained recently to the Commissioner that he would like to have his scale inspected more frequently. It was explained that it was utterly impossible for the three inspectors employed by the Commissioner to cover the state oftener than once in two years. Therefore he was unable to give the grain dealer any satisfaction as to when the inspector would be able to pass on his scale. It may be that the inspector will come along just the next day after the dealer has employed a private inspector to overhaul and place his scale in prime working order. Then the state inspector will be anything but welcome. A private inspection bureau would provide ample men to give inspections when wanted, but the state is content to make inspections only when the politicians can conveniently do so.

SHIPPERS who appreciate and favor prompt returns by receivers for shipments made, will be pleased to know that S. Zorn & Co. have given widespread circulation to the editorial paragraph appearing at the bottom of last column, page 919 of the Journal for Dec. 25th, bearing on the expense and inconvenience to shippers of delays by receivers in forwarding account sales. They reproduced the article under the head "Read This Article—We Heartily Favor It." If more members of the trade would take up the agitation for improved methods and better grain trade practices, the result would be a still greater improvement in trade conditions for all.

Special Cars for Grain.

Several dealers with lame backs, who have spent much time in shoveling damp grain back over the trucks of large cars, take up the demand of our Kansas correspondent for doors in the roofs of grain cars, so that the boxes can be filled to the capacity demanded by the railroad companies, without undue labor or cost on the part of the shipper.

Grain gives the railroad companies greater revenue than any other single commodity and there seems no excuse in the poor facilities provided for its transportation. Special cars are provided for meats, oil, live stock, automobiles and coal, and as a rule these cars cannot be used for carrying freight back to shipping point, but they must be hauled back empty. The box cars given grain shippers are used for transporting oils, chemicals, anthracite and many other commodities which make them undesirable for the shipment of grain. The carriers do not even attempt to clean box cars before presenting them for loading with grain. It does not matter how filthy they may be, they put it up to the grain shipper as to whether or not his grain should be damaged by the dirt or odors of previous shipments entrusted to the cars.

Country elevator men who have their plants equipped with an up-to-date power loader, should be able to load the largest capacity car even with damp grain, but of course it is a tedious task to shovel back damp grain from the doorway, in order to meet the requirements of the minimum carload weight rules.

There seems to be no good reason why the railroad companies should not provide doors in the roofs of cars to facilitate the loading of those cars with bulk grain. It is true, no doubt, that these openings in the roof would result in more grain being damaged by rain, water and snow, because the doors would often be left off or removed by hobos and brakemen. Tramps do not hesitate to break the side door seals when they have an opportunity to do so and if doors were put in the roof, they could easily gain access to a car at any time, unless a grating were placed

across the opening inside the door. Before any changes in the construction of grain car roofs are made, the matter should be most carefully considered, because the three doors might bring the shippers more grief than they remove.

Bin Burned Oats.

Illustrated elsewhere in this number is a large black chunk of what formerly was white oats, in fact the grain was placed in wood bins as white oats, and came out blacker than your hat. Last year a country elevator operator at Fairbury, Ill., had a similar experience with oats of the 1914 crop, and we illustrated the mass of bin burnt oats at that time.

The experience of these two dealers, who have lost heavily by storing damp oats, proves conclusively that no elevator operator can afford to take in damp oats and keep them still. They must be moved and aired, and if possible dried, or placed in condition which will insure of their remaining cool and sweet. It is far better to go to the expense of turning oats over occasionally than to permit them to stand and burn up.

In years gone by many elevator men have never hesitated to take oats just as they came from the farmers' wagons and store them in deep bins, but the experience of two Illinois shippers, one on the crop of 1914 and one on the crop of 1915, proves conclusively that this cannot be done without danger of suffering heavy loss. If more elevator men would install cleaners and remove the dirt and light grains with screens and heavy suction, their grain would grade better in central markets and they would never suffer losses from heating grain. Dirt and moisture are sure to cause grain held long in storage to heat and deteriorate.

While it has not yet been determined as to the exact chemical changes which take place in heating oats, still it is known that it can be prevented by cleaning and drying, and there would seem to be no excuse whatever in any elevator operator taking such great chances. If the farmers persist in delivering 20% to 30% water, then they should be docked for the water, or else the price reduced in keeping with the quality of the grain delivered, and the moisture removed as quickly as possible.

Danger in Shipping Stored Grain.

Some country elevator men who ship grain stored free for farmers seem to overlook their own liability for having appropriated to their own use the property of the farmer. To start with, storing grain free for anybody is invariably an unprofitable and unbusinesslike practice, but storing it free for farmers and then shipping it out is fraught with even greater danger. It is barely possible that the farmer, being dissatisfied with the price offered by the owner of the elevator where his grain is stored, will ask for bids from competing dealers, and if the competing dealers learn that the grain is stored in the other buyer's house, the price will shoot up to such a high figure that the bailee will have just reason for feeling somewhat sick.

The elevator man who ships out grain stored for the farmer places himself at the mercy of the farmer, and oftentimes is gouged unmercifully. Notwithstanding these facts are known to most of the live progressive dealers of the land, many buyers seem pushed by circumstances to taking wild chances on shipping out stored grain, without suffering the penalty. However, not all elevator men are able to escape responsibility. A dealer at Harper, Kans., who made a practice of shipping out stored grain, was recently convicted of embezzlement, for which the Kansas penalty is two to five years in the state penitentiary—not a very pleasant penalty for a self-respecting grain dealer to look forward to, but it is the natural result to expect from persistently indulging in this precarious practice.

Recently 18 suits were brought in Knox County, Ohio, against the Cockley Milling Co., A. B. Beverstock and C. M. Hildreth, because the 18 plaintiffs had stored nearly 10,000 bus. of wheat in the milling company's warehouse at Fredericktown, and when they demanded the wheat, the house was empty. While in this case the farmers will no doubt be able to obtain payment for their grain, they will demand the highest market price for every grain of it.

The only safe way for the country elevator man is to accept grain only when it is delivered on his purchases. Free storage of farmers' grain has cost the elevator man many times greater losses than any elevator man has ever profited from the practice. The sooner it is discontinued, the better off will be both the farmers and the elevator operators.

It may be a Little Farther Around the Corners of a Square Deal, but the Road is Always Smoother, the Passage Safer and Pleasanter.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Doors in the Roof.

Grain Dealers Journal: I was pleased to read Percy Reed's article in the last number of the Journal, suggesting that the railroads provide doors in the roofs of grain cars, so that elevator men could easily fill them with grain without shoveling. This is our idea exactly. It would afford great relief to operators of old style elevators, and insure cars being loaded to capacity on short order, without shoveling. When one considers the persistent demands of the railroads that each car be loaded to its full capacity, I think it is time that grain shippers reminded them that it is an easy matter to fill a box when you can pour it into the top. I would suggest three openings in the roof of every grain car, one near each end and one in the middle.—Yours truly, S. A. Miller, Mulberry, Ind.

Governments Pay for Cattle Why Not for Grain?

Grain Dealers Journal: I have been noting with interest for the past two or three years what the states and the federal government are doing for the cattle industry. Large sums of money have been appropriated to compensate for losses from the foot and mouth trouble and I have wondered what, if anything, could be done for the grain raisers in case of loss of crops like many of them have had this year in wheat, oats and especially corn.

These losses on grain are caused almost entirely by floods, heavy rains and frost that could not possibly be avoided, but my understanding is that the losses in cattle caused by the foot and mouth disease could have been largely prevented by proper and prompt care by the owners and yet they are paid large sums of money for such losses.

This goes to show that most of the cattle owners being well to do, many of them wealthy, and backed by agricultural publications and large packers have large influence with law-makers and politicians; whereas the grain raisers, many of whom are renters, are not so well to do and get no compensation for losses and it does not look equitable or fair. Some two or three years back the farmers of Iowa lost a very large sum of money by hog disease and, while the federal and state authorities did considerable in the way of experimentation and handling of the trouble, I know of no case where the farmer was paid for the loss of his hogs by disease.

It is my judgment that in our state of Iowa, four or five times the number of farmers sell grain than cattle for shipment and many more who sell hogs than who sell cattle. I recognize that the cattle industry is large and important and would not complain over the payment being made for the above mentioned losses if the grain raisers were treated in the same way. I do not know of better work for grain trade papers like yours to do

than to take up this issue.—Yours very truly, M. McFarlin, Des Moines, Ia.

Favors Doors in Grain Car Roof.

Grain Dealers Journal: In the last issue of the Journal the letter of Percy Reed of Ada, Kan., suggests that the railroads be compelled to put doors in the tops of cars. This is the most sensible thing I have heard of for a long time. I thought of this for years but let it go at that.

The railroads put in end doors for lumber and long freight, top doors for ice, on freezers and coaches, bottom doors for ballast and upper side doors on stock cars, why not some small doors for grain cars?

I would give 50c per car for every one that was equipped with small doors about half way between the end and side door that was set for me to load.

If cars were so equipped one could run two spouts from the loading bin and load a car in a few minutes; besides it would put the load over the trucks, where it belongs.

In loading damp grain one has to scoop about half of it; besides he has to stay right there for fear the spout will choke up.

A contractor who is supposed to be good once told me that 28 feet fall is all that he wanted for the loading spout; he must have thought of loading marbles or billiard balls, not damp corn or wheat.—Yours truly, J. W. Berry, Scandia, Kan.

Wants Exchanges to Provide for Trading in Thousand-Bushel Lots.

The Grain Dealers Journal: I have been reading the articles in the Journal of late, relative to trading in small lots for future delivery, with much interest. I am heartily in favor of same and hope to see the proposition adopted by the different grain exchanges at an early date. It is just as necessary and important that the country buyer have the privilege of protecting his small purchasers from the farmer, as it is for the big buyers at the terminal markets. I think the thousand-bushel hedge would be one of the most modern appliance the country elevator man could install in his business. I have often wondered why the country buyers did not make an effort to gain the privilege. I know well that it would have saved me several dollars this season, if I could have sold against my purchases for future delivery instead of the cash stuff for a certain shipment.

One case in particular of 3,000 bu. of oats for Sept. 15th shipment, 5c a bu. penalty for the failure to get same out, where I would have sold that much Sept. option instead if I had the chance. You can just book me as one who is in hearty support of the proposition, and I will encourage it as much as I can.

I would be pleased to read the opinions of as many country elevator men as the Journal can print. What would be the best plan to get this proposition before the Boards of Trade for their approval? Chicago would be the one of interest to me, and I think if it would adopt same that it would not be long until the other grain exchanges would fall in line. We can see no good reason why it should meet with any opposition, as it would mean more business for the exchanges.—Yours resp., Chase Grain Co., per Benedict, Chase, Ind.

An Innovation.

Grain Dealers Journal: A novel record has been introduced to travelers who call upon A. J. Beckwith, manager of the Farmers Elevator at Gowrie, Ia., in the form of a Traveler's Register. His company handles grain, coal, lumber, and stock feed, and naturally the office is visited by many travelers each month. Experiencing some difficulty in remembering the names of all the travelers and who they represented, Mr. Beckwith provided a register wherein each caller records date, name, residence, firm represented and location. This is certainly a good idea. Mr. Beckwith, who is quite liberal in distributing his favors among those who call upon him, consigns grain to different firms somewhat in the order the solicitors call upon him. If every elevator operator adopted this method, the solicitors would work overtime in order to get their names on the book. This brings more callers and more information for the manager, and it strikes me as being a good idea.—Traveler.

Inspection at New Orleans.

Grain Dealers Journal: While at New Orleans in November and December I found the greatest consideration for the shipper that I have ever observed in any market, as grain is there inspected on its arrival on railroad tracks. When grain is found to be what is called tender, soft or damp, and in a heating condition, it is immediately pulled into the elevator, unloaded and handled to prevent further deterioration. This speaks volumes for my contention that grain should be inspected on arrival on railroad tracks in Galveston, as in many instances very heavy loss could be prevented by handling such grain as the inspector might indicate would deteriorate rapidly. Chief Inspector Richeson, in New Orleans, always reports on such grain, and the Inspection Department, railroads and elevators work in harmony, and such grain is handled immediately, which saves the shipper from heavy loss.

While in New Orleans I assisted a member of the Sub-Committee in going into the railroad yards and inspecting strings of cars on Dec. 2nd and 3rd and we found cars standing on the tracks which were inspected as far back as Nov. 17th. When the Department inspects grain it tacks a card on the inside of the grain door of each car, giving the date of inspection, kind of grade of grain and any remarks they have to make. These inspections were made by us without regard to location of cars, and owing to the fact that the elevators were then full and several hundred cars standing on the tracks which could not be unloaded, it is possible that we might have found cars inspected before those of Nov. 17th.

We also found that when delays like this occur in New Orleans the grain sent to elevators in some instances shows that it had deteriorated, and a reinspection is called for by the elevator for its protection. In such cases Mr. Richeson has written across the face of such reinspection certificate that the grain was inspected on a certain date, and gives the grade when first inspected.

No market in this country gives greater consideration to the shipper, and in fact to all parties concerned. This, however, is as it should be, for the reason that when the shipper consents to ship his grain away, and takes destination

weights and grades, he is entitled to every possible consideration.

The New Orleans Board of Trade employs its own weighers at all elevators, and keeps its own car inspectors, who use what is known as the hammer test, and inspect every car very closely. I learned from Mr. Jordan that the reports of these inspectors show that more than 50 per cent of all grain cars arriving in New Orleans show leakage, and this in the face of the fact that quite a per cent of the grain consists of corn.

At New Orleans we found President Harding of the Board of Trade, Chief Inspector Richeson, superintendents of all of the elevators, the railroad officials and everyone else extremely courteous and accommodating, rendering us all possible assistance in making the investigation.—H. B. Dorsey, Secy. Tex. Grain Dealers Ass'n, Ft. Worth, Tex.

Large Carload Minimums Handicap Small Shippers.

Grain Dealers Journal: We note in recent issues of the Journal that the railroads are proposing to increase materially the minimum weight for a carload of grain. This will greatly handicap all country shippers, and we wish to voice our protest most emphatically. It is difficult, even under the old minimums, for operators of small country houses to work advantageously.

We handle several different kinds of grain and we find considerable storage room and money are tied up in each kind before we can accumulate enough to load a car under the present minimum rule. What is more, we could not possibly load many of the small cars to the proposed minimum, as our elevator is not equipped with a power carloader, and if we were forced to get into every car and load it to the roof, it would increase our cost of loading grain several dollars per car.

The railroads ought to be satisfied. They have recently been granted material increases in freight and passenger rates and the proposed increase in the car-

load minimum weights would further increase their earnings. We thank you for calling shippers' attention to this proposed handicap, as it must mean the life or death of many small shippers. We don't know what would happen to the small shipper, especially in states where the shippers are not organized, if it were not for the live trade journals.—H. B. Low & Son, Orangeville, Pa.

Reparation for Coopering Cars Must Come Thru Interstate Commission.

The Supreme Court of the United States on Jan. 24 held that the Interstate Commerce Commission had jurisdiction over the reimbursement of shippers for expense of equipping cars with grain doors.

This suit was started by Leslie G. Loomis and L. G. Loomis, Jr., of Victor, N. Y., against the Lehigh Valley Railroad Co. to recover \$322.07 for lumber and nails used in fitting 200 cars with doors for grain, apples and potatoes in bulk.

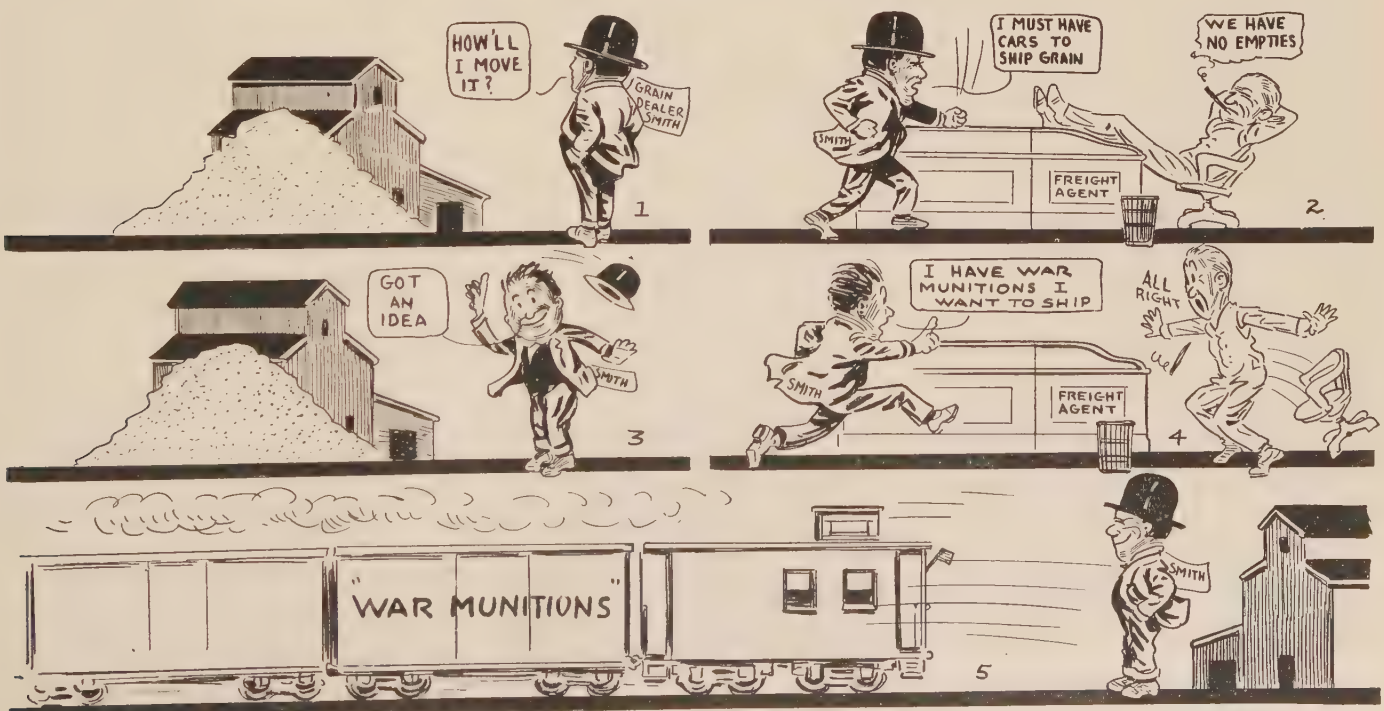
The state court gave judgment for the expense in equipping cars for intrastate shipment, under the common law duty of the carriers to furnish cars with grain doors; but held that Congress had assumed such control over interstate shipments as to deprive the state courts of power to consider claims arising out of them. The facts were not disputed, and the sole question before the Supreme Court was whether the state court had jurisdiction over the interstate claims. The court held that "The preservation of uniformity and the prevention of discrimination render essential some appropriate ruling by the Interstate Commerce Commission before it may be submitted to a court."

"Ample authority has been given the Commission, in circumstances like those here shown, to administer proper relief, and in connection therewith to approve some general rule of action. In so doing it would effectuate the great purpose for which the statute was enacted.

"On June 1, 1908, before this proceeding was begun, the Interstate Commerce Commission ruled: "A carrier may not lawfully reimburse shippers for the expense incurred in attaching grain doors to box cars unless expressly so provided in its tariff." (Conference Ruling No. 78.) In *National Lumber Dealers Ass'n v. Railroad*, 14 I. C. C. 154, June 23, 1908, after much consideration, the Commission refused to order carriers either to furnish flat cars equipped in all respects for transporting lumber or grant allowances for cost incurred by shippers in connection therewith. In *New York State Shippers Protective Ass'n v. The N. Y. C. & H. R. R. Co. et al.*, 30 I. C. C. 437 (1914), the regulations and practices of railroads in Western New York with respect to car fittings used in bulk transportation of grain and produce, were challenged. The shippers claimed, "it is the carrier's duty to supply cars at all seasons of the year fully equipped for the safe transportation of grain, potatoes, and other produce in bulk without further fitting; or, that if a car be tendered the shipper which cannot safely be used for such commodities, in view of their nature or of the condition of the weather, it is the carrier's duty to furnish, or to pay for, all materials and labor necessary to render the car reasonably safe." This was denied. The opinions in these causes strikingly indicate the complicated administrative problem involved."

Thus the shippers are denied reimbursement simply because the Interstate Commerce Commission has not yet authorized the payment for grain doors.

How Smith Got Cars.



Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Collecting Shortage in Sacked Shipment.

Grain Dealers Journal: We have had several cases in which the sack account was short at destination and the car went thru with seals intact and showed no leakage. What steps should we take to collect these claims?—O. A. Crenshaw Grain Co., Charleston, Mo.

Ans.: A claim for loss of sacked grain should be easier to collect than one for loss of bulk grain, as the quantity loaded can be proved both by weight and count.

The claim filed with the railroad company should be supported by affidavits of count and weight by men loading the grain into car. A sworn statement by two men that the car contained a certain number of bags when loaded will be as good as against the sworn statement by one man who unloaded the grain. All facts that will corroborate the loading weight should be included in the statement accompanying the claim. Collection of claims would be simplified if the local station agent could count the sacks and write the number on the B/L.

Sacks are sometimes torn by nails near the car door and as cars loaded with sacked grain are not always carefully coopered the grain is lost.

Distribution of Cars?

Grain Dealers Journal: This town has four elevators, of which we control two, one by rental and one by ownership. We have both houses full of grain and have more storage capacity than both the other fellows, and when cars are distributed for loading we get our turn as if we were only one of three elevators. We claim the cars should be divided as four elevators. Any information on this will be welcome.—C. E. Robinson Grain Co., Jewell City, Kan.

Ans.: It is customary for railroads to distribute cars among would-be shippers in proportion to their actual needs. For instance, if a shipper has his elevators full and has 100,000 bushels of grain ready for shipment, and the other two shippers have but 50,000 bushels ready for shipment, then the railroads should give you two cars for every one given to the other two. This is the view taken of this matter by several state railroad commissions, and it would seem to be equitable and fair to all concerned.

It would not matter whether shipper has his 100,000 bushels in one, two, three or seven elevators at the same station. The controlling factor is the amount of grain you have ready for loading, or in sight.

We would suggest that shippers use duplicating order blanks for cars, and in-

sist on station agent signing for the notice. Then he has evidence of railroad company's knowledge of his needs and wants. Should the market decline and he suffer loss by reason of railroad's failure to provide cars, then he would have grounds for bringing suit for damages.

Liability of Note Signers.

Grain Dealers Journal: Will you kindly advise us as to the liability of 17 stockholders in a co-operative elevator company, having over 100 stockholders, who signed a note for \$1,700, good for one year, to take care of that year's crop. Can an assessment be levied by the company against the 17 signers to help pay the note, which has been kept alive by the payment of interest? The holders of the note are pressing it for collection. Are the 17 signers liable for the entire indebtedness of the corporation?—Egan.

Ans.: The signers' liability on the note depends somewhat on the provisions in the note, and whether or not the signers have knowingly contributed to keeping the notes alive by paying the interest providing it is otherwise outlawed. If any statement in the notes gives conclusive proof that the notes were given for money to tide over the company when in distress, and it is shown that no restitution has been made to the note's signers, then the courts, in fairness to the signers, would no doubt hold the corporation for the entire indebtedness, and the 17 signers would be required to contribute their pro rata to the funds needed to pay the notes. In the absence of more definite information regarding the note and when it was made it is difficult to frame an intelligent reply.

Inability to Get Cars.

Grain Dealers Journal: What can a country elevator man do to get cars? Here we are with our elevator full of grain and 14,000 bus. of ear corn piled on the ground, as you will see by the photographs sent herewith. [See engraving.] The car shortage has been very bad for some time, and we were simply compelled to pile the corn on the ground or refuse it. We presume that we will suffer considerable loss because of bad weather. Can we hold the railroad company liable for any damages resulting, that is, of course, if our corn deteriorates so much before the railroad company furnishes cars that we cannot sell it for what we paid? Any light on this subject will be greatly appreciated, not only by myself, but by other shippers in this section, who have been unable to make shipments because of their inability to obtain cars.—F. B. Fulton, Agenda, Kans.

Ans.:—If the railroad company fails to furnish transportation facilities, as provided in its charter to would-be shippers along its right of way, then it is clearly liable for any damages suffered by said shippers on account of its dereliction. When it received the charter from the state and obtained its right of way thru its right of eminent domain, it virtually agreed to furnish shipping facilities needed by the section thru which it laid its tracks, and thru its failure to provide the shipping facilities needed by shippers along that right of way it clearly lays itself liable for any damages resulting.

Delayed Inspection?

Grain Dealers Journal: We have a case where a car of wheat according to the expense bill arrived in Galveston, Tex., Dec. 9, 1915. The weigher's certificate is dated Jan. 12, 1916, and the inspection certificate is dated Jan. 11, 1916. Now who is responsible for this difference in dates? And if there is any deterioration in grade during this time between arrival and inspection, does the shipper have to accept the grade at the time of inspection?

Would like to have the opinion of our brother dealers on this matter.—The White Lumber Co., Weatherford, Okla.

Ans.: As the contract provides that Galveston terms or destination weights and inspection governs, the responsibility is placed on the shipper for delay by the railroad in switching or the elevator in handling cars.

A great improvement is being effected in the prompt inspection of grain on arrival at Galveston thru the efforts of H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n.

Accepting Corn Containing Excess Moisture.

Grain Dealers Journal: I bot 5,000 bus. shelled corn from a farmer on two samples and I offered 60c per bushel on a 20% moisture test and on another 62c on a 17.40% moisture test.

From the different loads as brought in I would take a handful of corn and when he got it all delivered I took the moisture test; one lot showed 21.80 and the other 25.60%. I refused to take the corn on contract and requested the farmer to wait for grades from Chicago, but he refused to do so and has started proceedings to collect 60 and 62c per bushel, claiming that I should have stopped his hauling so he could have disposed of it to my competitor. What is the correct basis for settlement in a case of this kind?—S. A. Nelson, Mgr. Farmers Grain & Lumber Co., Mapleton, Ia.

Ans.: Understanding that sale was made by sample and buyer tested the sample, it is clear that the corn delivered was not up to sample and buyer had the privilege of rejecting the corn. For his own protection buyer should have had a clause in the contract providing for a specified discount if not up to sample. It is the buyer's duty to inform the seller promptly so that he can tender other and better corn.

There are two sides to this question; as even if buyer rejects the corn tendered, his contract for the 5,000 bus. of good corn is still good, and he can hold the farmer to it, and as farmer probably has no corn of that quality he must pay the buyer's damages, which may be greater than any benefit to the farmer by selling his high moisture corn elsewhere. If this view is strongly presented to him the farmer may be willing to compromise his claim on a fair discount.

"Discontent is the want of self-reliance; it is infirmity of will."

A YIELD of 73.1 bus. of corn per acre won the title of Champion Boy Corn Grower for Charles Morrice, St. Johns, Mich. His net profit per acre was \$50.39.

PHILADELPHIA has exported the following cargoes of grain within the last ten days: Swindon, 247,000 bus. wheat for Leghorn; Dominion, 80,000 bus. wheat for Liverpool; Bruston, 172,000 bus. wheat for Dublin; Monkshaven, 190,000 bus. wheat and corn for Rochefort; Quernstadt, 124,000 bus. rye for Christiania; Mar, 133,000 bus. wheat for Spanish ports; Strathclyde, 76,000 bus. wheat and oats for Manchester; Egyptiana, 81,000 bus. wheat for London, and the Mongibello with 300,000 bus. oats for Leghorn.



14,000 Bushels Ear Corn on Ground at Agenda, Kan.

THE JOINT PLAN of the Crop Improvement Com'te, Chicago, the Iowa Bankers' Ass'n, and the extension dept of the Iowa State College, to place a temporary county agent in the northern counties of Iowa to test 1914-15 seed corn, is meeting with success. R. K. Bliss, director of extension work at Ames, expects to turn his entire institute and short course force over to this work about Mar. 1, when he believes 30 counties will have applied for that practical service.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago during January and part of February are given on the chart herewith.

Our Callers

L. A. Delorme, Winnipeg, Man.
L. W. Gifford, Cedar Rapids, Ia.
V. E. Butler, Minneapolis, Minn.
John C. Hicks, St. Johns, Mich.
Wm. Blanchard Grammer, Toledo, O.
Kenton D. Keilholtz, of Southworth &
Co., Toledo, O.
Chas. B. Riley, Indianapolis, Ind., sec'y,
Indiana Grain Dealers Ass'n.
Lee G. Metcalf, Illiopolis, Ill., pres.,
Grain Dealers National Ass'n.
A. C. Rynders, mgr. and W. Myers,
rep. White Star Co., Wichita, Kan.

THE ANNUAL farm and crop improvement show of the Minnesota Red River Valley Development Ass'n will be held at Crookston during the week ending Feb. 12. The premium list exceeds \$5,000.

Coming Conventions.

Feb. 15-17.—Iowa Farmers Grain Dealers Ass'n at Des Moines, Ia.

Feb. 23, 24, 25.—Minnesota Farmers Grain Dealers Ass'n at Minneapolis, Minn.

Feb. 29, Mar. 1-2,—North Dakota
Farmers Grain Dealers Ass'n at Grand
Forks, N. D.

Mar. 7, 8, 9.—Kansas Farmers Co-operative Grain Dealers Ass'n at Salina, Kan.

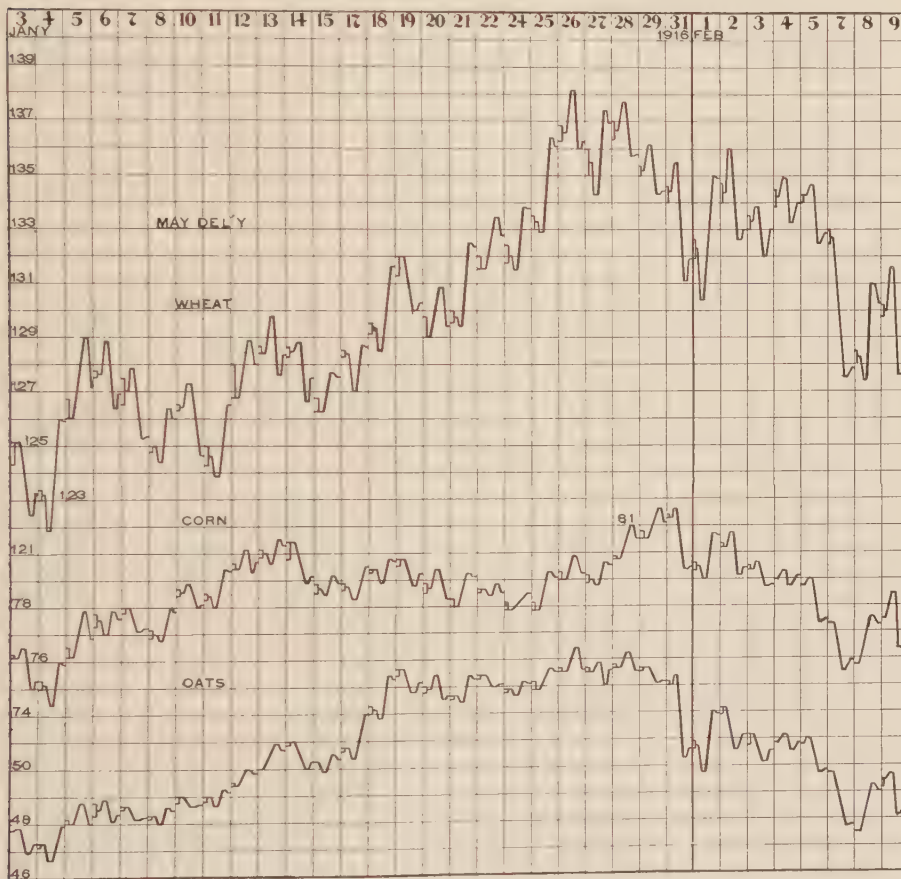
May 2, 3, 4.—Kansas Grain Dealers
Ass'n at Kansas City, Mo.

May 9-10.—Illinois Grain Dealers Ass'n
at Decatur, Ill.

June 20-22.—The American Seed Trade Ass'n at Chicago.

July 11-13.—National Hay Ass'n at Cedar Point, O.

Sept. 25-27.—Grain Dealers National Ass'n at Baltimore, Md.



Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Jan. 25.	Jan. 26.	Jan. 27.	Jan. 28.	Jan. 29.	Jan. 31.	Feb. 1.	Feb. 2.	Feb. 3.	Feb. 4.	Feb. 5.	Feb. 7.	Feb. 8.	Feb. 9.
Chicago	186	136 $\frac{1}{4}$	136 $\frac{1}{2}$	135 $\frac{3}{4}$	134 $\frac{1}{2}$	131 $\frac{1}{2}$	134 $\frac{1}{2}$	133	133	134	132 $\frac{1}{2}$	127 $\frac{1}{2}$	130 $\frac{1}{4}$	127 $\frac{1}{2}$
Minneapolis	133 $\frac{1}{2}$	134 $\frac{1}{2}$	131 $\frac{1}{2}$	133 $\frac{1}{2}$	132 $\frac{1}{2}$	129 $\frac{1}{2}$	132 $\frac{1}{2}$	130 $\frac{1}{2}$	131	132	130 $\frac{1}{2}$	126 $\frac{1}{2}$	129 $\frac{1}{2}$	126 $\frac{1}{2}$
Duluth	134 $\frac{1}{2}$	135	135 $\frac{1}{4}$	134 $\frac{1}{2}$	132	130	132 $\frac{1}{2}$	131	131	132 $\frac{1}{2}$	131 $\frac{1}{2}$	127	129 $\frac{1}{2}$	126 $\frac{1}{2}$
*Omaha	124 $\frac{1}{2}$	127	128	129	127	126 $\frac{1}{2}$	121 $\frac{1}{2}$	125 $\frac{1}{2}$	125	125 $\frac{1}{2}$	125 $\frac{1}{2}$	124 $\frac{1}{2}$	125	124
St. Louis	131 $\frac{1}{2}$	131 $\frac{1}{2}$	132 $\frac{1}{2}$	131 $\frac{1}{2}$	130 $\frac{1}{2}$	127 $\frac{1}{2}$	130 $\frac{1}{2}$	128 $\frac{1}{2}$	128 $\frac{1}{2}$	129 $\frac{1}{2}$	128 $\frac{1}{2}$	123 $\frac{1}{2}$	126	123 $\frac{1}{2}$
Kansas City	126 $\frac{1}{2}$	126 $\frac{1}{2}$	127 $\frac{1}{2}$	126 $\frac{1}{2}$	125 $\frac{1}{2}$	123	125 $\frac{1}{2}$	123 $\frac{1}{2}$	123 $\frac{1}{2}$	134	123 $\frac{1}{2}$	118 $\frac{1}{2}$	121	118 $\frac{1}{2}$
Milwaukee	136 $\frac{1}{2}$	136 $\frac{1}{2}$	136 $\frac{1}{2}$	135 $\frac{3}{4}$	134 $\frac{1}{2}$	131 $\frac{1}{2}$	134	133	133	134	132 $\frac{1}{2}$	128	130 $\frac{1}{2}$	127 $\frac{1}{2}$
Toledo	142 $\frac{1}{2}$	142 $\frac{1}{2}$	143	142	141	138	141	139	140	139	140	139 $\frac{1}{2}$	134 $\frac{1}{2}$	134 $\frac{1}{2}$
*Baltimore	144	144	143 $\frac{1}{2}$	141 $\frac{1}{2}$	140 $\frac{1}{2}$	138	141 $\frac{1}{2}$	139	139	140	139 $\frac{1}{2}$	134 $\frac{1}{2}$	136 $\frac{1}{2}$	134 $\frac{1}{2}$
Winnipeg	133 $\frac{1}{2}$	133 $\frac{1}{2}$	133 $\frac{1}{2}$	132 $\frac{1}{2}$	130 $\frac{1}{2}$	127 $\frac{1}{2}$	130 $\frac{1}{2}$	129 $\frac{1}{2}$	129 $\frac{1}{2}$	131 $\frac{1}{2}$	130 $\frac{1}{2}$	126 $\frac{1}{2}$	128 $\frac{1}{2}$	126 $\frac{1}{2}$

MAY CORN.

Chicago	79	79½	79½	80½	81	79¾	80%	79¾	78¾	79½	77¾	75%	77¼	76%
Kansas City ..	74¾	74¾	75	76	76¼	74½	75%	74¾	74½	74½	73¼	71½	72¾	72%
St. Louis	77¼	77½	77½	78½	78¾	77½	78¾	77¾	76¾	77	75¾	73¾	75%	74%
†Omaha	68¼	68¾	68¾	70¾	70¼	69¾	69¼	70	69¾	69¼	67¾	68¼	....	68¾

*Cash; aver. No. 2 hard, and No. 3 mixed.
†Jan. del. to Feb., then February.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Grand Trunk 10935 passed thru Hample sta. (Oakes p. o.), N. D., Feb. 4, with side door open and snow blowing in.—W. S. Trask, agt. Hawkeye Elytr. Co.

S. P. 82348 passed thru Delavan, Ill., Jan. 22, northbound, on C. & A. Ry., leaking yellow corn thru loose sheathing on one side and also thru and over grain door.—Wayne Bros. Grain Co.

Penn. 526419 passed thru Bordulac, N. D., Jan. 21, eastbound, leaking wheat from side, half way between door and end.—O. R. Beckley, mgr. E. A. Roach Grain Co.

Nor. Pac. 25424 was set out at Dwight, Ill., Jan. 14, leaking yellow corn. Corn transferred at this point.—Boston & McClelland.

N. P. 35250 was sidetracked at Antwerp, O., for repairs Jan. 13. Had broken drawbar and was leaking wheat at door, side and drawbar.—J. L. Doering, supt. Peoples Elvtr. Co.

S. P. 36195 passed thru Colfax, Ind., Jan. 11, loaded with corn. One door was partly open and rain was beating; latch broken. We closed door and nailed cleat behind it.—Chas. Tegarden, of Lane & Tegarden.

P. R. R. 501803 passed thru Jefferson, Ia., Dec. 28, leaking shelled corn slightly. —D. Milligan Co.

C. & N. W. 85794 passed thru Jefferson, Ia., Dec. 28, leaking wheat very badly at doorpost. Think there was a leak of a bu. every 5 minutes. According to seal records car came from East End, Neb. Had seal No. 6021.—D. Milligan Co.

C. & E. I. 1265 passed thru Morganville, Kan., Dec. 27, in C. R. I. & P. 993, leaking corn badly on side near end.—R. E. Miller.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

CANADA.

Moose Jaw, Sask., Feb. 1.—Elvtrs. here and at Calgary and Saskatoon carrying large quantities of grain but they would be taxed to much greater capacity if transportation facilities were provided; snow and coal shortage holding up grain movement.—A.

COLORADO.

Seibert, Colo., Feb. 4.—About 70% crop moved; nothing moving now account car shortage; considerable corn still to be marketed.—Ross Lowe, mgr. Farmers' Equity Exchange.

IDAHO.

Jerome, Ida., Jan. 28.—Grain pretty well shipped out of this section; will be short before another crop is grown; wheat this year has moved east rather than to the coast as heretofore; farmers who have been holding for \$1 cannot get that figure for their milling wheat.—Wm. Wagner, mgr. Jerome Mlg. & Elvtr. Co.

ILLINOIS.

Osco, Ill., Jan. 28.—Very little corn moving.—G.

Sublette, Ill., Jan. 28.—Fair movement oats and corn.—G.

Walnut, Ill., Jan. 28.—Recent cars of corn on market brot 42c.—G.

Bloomington, Ill., Jan. 28.—Plenty of ear corn to be bot in this vicinity but elvtr. men have facilities for loading it.—G.

Prophetstown, Ill., Jan. 25.—First car corn shipped into elvtrs. here for 10 years was unloaded by Mathis Bros. & Co. today.—M.

Martinton, Ill., Feb. 2.—Movement delayed account too much rain and muddy roads; cannot get enuf cars to move grain when weather is good; about 1/2 oats still in farmers hands.—Harry Hieser, mgr. Farmers Martinton Elvtr. Co.

Galesburg, Ill., Jan. 31.—Corn moving freely; looks as if 1/2 of it will be out of farmers hands this winter; best is being held; lots of oats still in farmers hands; these would move freely at 50c to farmers for No. 3.—E. Larimer, mgr. Farmers Galesburg Elvtr. Co.

INDIANA.

Wabash, Ind., Jan. 31.—Slow movement of all grains; roads impassable; still raining; considerable wheat in the country for this time of year; oats in farmers hands under normal and strongly held; farmers bullish on corn.—Morrow Grain Co.

IOWA.

Epworth, Ia., Jan. 31.—Shipping Kansas corn in.—E. N. Selker.

Davis City, Ia., Jan. 25.—Nothing to ship out as wheat, oats and corn crops were poor this year.—W. E. Lee, of Iowa-Missouri Grain Co.

Marathon, Ia., Feb. 6.—About 3,000 bus. of 1914 corn was sold to De Wolf & Wells Co. by C. A. and Albert Anderson for \$1 which is 33c above Chicago market and is the highest price paid for corn this year in Iowa.—M. R.

Gowrie, Ia., Jan. 24.—Country elvtrs. have good deal oats on hand which is being held; majority bullish; oat movement has been light; some of these elvtrs. have oats on hand which they bot at 50c; should be big run of oats in few weeks barring bad weather.—M.

KANSAS.

Benton, Kan., Jan. 28.—Nothing moving; just enuf corn and oats grown for home demand.—L. M. Camp.

Wilson, Kan., Feb. 3.—Wheat movement from farmers greatly curtailed as roads are drifted with snow; car shortage seems to be clearing up and wheat rapidly moving from elvtrs. to terminal markets.—B. F. Snider, mgr. Weber & Co.

MICHIGAN.

Lansing, Mich., Feb. 7.—Total number of bus. of wheat marketed during January at 70 flouring mills, 91 elvtrs. and to grain dealers was 268,979 bus.; total estimated number of bus. marketed in 6 months, August-January is 5,250,000 bus.—Coleman C. Vaughan, sec'y of state.

MISSOURI.

Unionville, Mo., Jan. 28.—Grain moving rather freely.—V. T. Altes.

Fortuna, Mo., Jan. 28.—About 3/4 wheat has been marketed.—O. W. Carter.

Matthews, Mo., Feb. 7.—About 4/5 of corn already marketed.—B. F. Swartz.

Salisbury, Mo., Feb. 7.—Farmers moving considerable wheat here.—Richard Steging, sec'y Farmers Elvtr. Co.

Laddonia, Mo., Feb. 7.—Corn selling at 65c; think we have enuf to last until new crop; considerable wheat and oats still in farmers' hands.—Wilder & Wilkins.

NEBRASKA.

Creighton, Neb., Feb. 3.—No grain to handle here.—Louis E. Mann.

South Bend, Neb., Jan. 25.—Not much grain coming as roads are not in condition to haul; about 3/4 of corn sold in this section; wheat about 50% sold.—W. B. Essick.

Arapahoe, Neb., Jan. 31.—Car shortage very serious here; elvtrs. are all full and scarcely any cars to be had; elvtrs. closed practically 3/4 of time.—C. S. Fuller, mgr. Farmers Grain Ass'n.

OHIO.

Van Wert, O., Feb. 4.—Farmers not moving great deal of grain now; everything rather slow.—Pierce Grain & Hay Co.

OKLAHOMA.

Oklahoma City, Okla., Feb. 1.—About 49% corn, 16% wheat and 36% oats of 1915 crop still in farmers hands.—State Board of Agriculture.

TEXAS.

Seymour, Tex., Jan. 25.—Grain about all marketed.—Fuller Grain Co.

Wichita Falls, Tex., Jan. 27.—Farmers holding grain.—Wichita Mill & Elvtr. Co.

Terrell, Tex., Jan. 31.—Practically all wheat sold; very few oats being held.—G. W. Mathews.

Exports of Grain Weekly.

	Wheat.		Oats.	
	1915.	1914.	1915.	1914.
July 4, '14 to July 3, '15	314,473,000	192,348,000	101,585,000	17,702,000
July 10	1,890,000	5,758,000	2,410,000	672,000
July 17	2,049,000	5,087,000	2,829,000	474,000
July 24	1,548,000	7,711,000	2,680,000	277,000
July 31	5,809,000	8,196,000	1,848,000	345,000
AUG. 7	1,971,000	4,347,000	1,882,000	884,000
AUG. 14	8,841,000	3,425,000	697,000	280,000
AUG. 21	3,100,000	9,286,000	397,000	612,000
AUG. 28	4,302,000	8,648,000	290,000	323,000
SEPT. 4	5,817,000	9,019,000	1,700,000	787,000
SEPT. 11	4,788,000	7,440,000	165,000	149,000
SEPT. 18	5,464,000	5,230,000	1,880,000	2,860,000
SEPT. 25	5,793,000	6,483,000	1,692,000	2,570,000
OCT. 2	7,467,000	8,304,000	1,853,000	4,078,000
OCT. 9	10,030,000	6,368,000	728,000	1,611,000
OCT. 16	8,764,000	4,291,000	2,827,000	2,000,000
OCT. 23	8,985,000	4,917,000	1,056,000	1,896,000
OCT. 30	9,744,000	5,691,000	1,814,000	2,167,000
NOV. 6	8,963,000	5,866,000	1,605,000	1,845,000
NOV. 13	10,496,000	7,585,000	1,033,000	1,728,000
NOV. 20	7,614,000	5,767,000	1,688,000	2,219,000
NOV. 27	8,782,000	5,874,000	2,226,000	1,819,000
DEC. 4	9,411,000	9,381,000	2,264,000	1,428,000
DEC. 11	8,484,000	5,515,000	2,196,000	933,000
DEC. 18	8,721,000	9,492,000	1,293,000	1,772,000
DEC. 25	5,755,000	5,193,000	2,070,000	1,754,000
JAN. 1	7,256,000	5,807,000	2,192,000	717,000
JAN. 8	8,322,000	7,362,000	1,308,000	124,000
JAN. 15	7,680,000	7,062,000	2,095,000	859,000
JAN. 22	7,247,000	5,664,000	1,568,000	1,474,000
JAN. 29	6,848,000	5,889,000	1,739,000	779,000
FEB. 5	6,873,000	4,322,000	2,086,000	1,289,000
FEB. 12	7,141,000	4,422,000	1,745,000	2,002,000
FEB. 19	7,636,000	4,522,000	2,510,000	2,072,000
FEB. 26	6,873,000	4,977,000	2,118,000	2,152,000
Total	199,808,000	196,824,000	60,009,000	43,569,000

Wheat Movement in January.

Receipts and shipments of wheat at the various markets during January, 1916, compared with January, 1915, were in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
New York	12,946,180	.....	11,068,083	.....
Winnipeg	10,142,400	3,821,625	5,249,000	7,865,000
Chicago	7,038,000	5,330,000	5,474,250	5,090,750
Kan. City	6,036,600	3,091,500	931,463	657,225
Duluth	5,478,919	1,187,000	5,293,055	3,303,028
Baltimore	5,248,995	3,140,427	3,068,330	2,405,280
St. Louis	3,689,265	1,932,229	2,446,800	1,659,600
Omaha	2,986,800	1,200,000	1,224,500	884,400
Wichita	1,941,600	1,386,000	.....	467,000
Milwaukee	753,000	.....	531,679	276,617
Cincinnati	727,008	217,077	391,400	658,000
Toledo	588,000	422,000	191,000	193,000
Detroit	200,000	219,000	67,000	40,000
Indianapolis	168,000	86,000	.....	.....
San Francisco, tons	11,043	5,277	2,739,800	3,039,248
Galveston	.....	.....	2,498,935	5,923,970
New Orleans	.....	.....	.....	.....

Corn Movement in December.

Receipts and shipments of corn at the various markets during January, 1916, compared with January, 1915, were in bushels, as follows:

	Receipts		Shipments	
	1916	1915	1916	1915
Chicago	11,952,000	20,877,000	4,902,000	11,622,000
Kans. City	3,570,000	4,393,750	1,581,250	673,750
Omaha	3,470,400	6,859,200	2,777,500	4,889,500
Baltimore	2,548,923	2,993,049	2,377,956	2,262,630
Indianap.	2,234,000	2,232,000	839,000	691,000
St. Louis	1,381,200	2,392,800	564,820	1,380,840
Cincinnati	831,748	1,160,488	297,909	628,155
Detroit	749,000	1,032,000	358,000	475,000
Toledo	365,800	774,000	156,200	404,800
New York	282,100	.....	169,409	.....
Wichita	245,800	477,600	76,700	236,500
San Francisco, tons	442	1,185	.....	.....
Galveston	.....	.....	111,428	.....
New Orleans	.....	.....	377,530	167,220

Oats Movement in January.

Receipts and shipments of oats at the various markets during January, 1916, compared with January, 1915, were in bushels, as follows:

	Receipts		Shipments	
	1916	1915	1916	1915
Chicago	12,892,000	11,689,000	9,430,000	10,839,000
Winnipeg	4,315,250	1,377,500	.....	.....
New York	2,540,100	.....	1,708,933	.....
St. Louis	1,441,600	2,313,780	901,880	1,252,440
Baltimore	970,584	3,011,104	1,050,455	3,508,494
Cincinnati	936,251	481,516	584,443	223,952
Indianapolis	922,000	390,000	364,000	191,000
Omaha	895,900	1,116,900	1,008,000	1,294,500
Detroit	432,000	368,000	211,000	49,000
Kansas City	357,000	460,700	232,500	598,500
Toledo	352,000	220,800	324,400	253,200
Duluth	227,526	704,374	67,101	382,236
Wichita	110,500	100,000	77,000	65,000
San Francisco, tons	1,534	1,043	.....	.....
New Orleans	.....	.....	25,050	43,060

Rye Movement in January.

Receipts and shipments of rye at the various markets during January, 1916, compared with January, 1915, were in bushels, as follows:

	Receipts		Shipments	
	1916	1915	1916	1915
Baltimore	1,592,420	1,256,389	1,005,542	1,319,913
Chicago	533,000	400,000	516,000	430,000
St. Louis	116,700	44,900	102,900	53,730
Omaha	92,400	71,500	170,000	60,000
Cincinnati	70,029	54,250	25,650	5,413
Duluth	59,490	100,293	82,600	157,361
Kansas City	52,800	30,800	20,900	48,400
Detroit	50,000	49,000	47,000	36,000
New York	26,250	.....	226,335	.....
Toledo	7,000	11,000	9,000	16,600
Wichita	3,000	10,000	3,000	8,000

Barley Movement in January.

Receipts and shipments of barley at the various markets during January, 1916, compared with January, 1915, were in bushels, as follows:

	Receipts		Shipments	
	1916	1915	1916	1915
Chicago	4,478,000	2,249,000	1,062,000	1,307,000
Baltimore	1,465,161	406,284	1,795,547	189,834
New York	1,088,725	.....	1,102,966	.....
Winnipeg	419,850	200,200	.....	.....
Kansas City	357,000	82,600	372,400	51,800
Duluth	290,576	126,324	495,426	245,438
St. Louis	176,000	166,800	38,730	20,230
Cincinnati	114,017	47,750	1,737	1,209
Omaha	110,600	32,200	69,000	9,000
San Francisco, tons	13,708	83,021	.....	.....
Toledo	1,000	1,000	.....	9,200
Detroit	.....	2,000	.....	.....

Exports of Grain Heavy.

THE GREEK steamer Dirphys arrived recently at Boston to load a cargo of grain for Piraeus, Greece.

THE FRENCH SHIP Marechel de Castries on Jan. 29 cleared from Seattle for Europe with 102,000 bus. barley and 19,000 bus. wheat.

STEAMER DINSDALEHALL cleared recently from Galveston, Tex., for Barcelona, Spain, with 202,500 bus. of No. 2 hard winter wheat.

THE BRITISH steamer Wascana and four other vessels have cleared for Europe recently from Portland, Ore., with full cargoes of grain. The Wascana carried 200,000 bus. of wheat and was destined to Nanaimo.

THE STEAMER Murcia recently cleared at Portland, Me., with 276,980 bus. of wheat for London; the Pomeranian with 80,000 bus. for Glasgow; the Brunswijk, 137,500 bus. for Rotterdam, and the Cornishman, 40,000 bus. for Liverpool.

THE BRITISH steamer Glenesk cleared at Baltimore recently for Europe with 250,000 bus. of Walla Walla wheat, the first cargo of Pacific Coast wheat handled from that port. The grain was shipped to Baltimore all-rail due to the temporary closing of the Panama Canal.

GALVESTON will export more than 5,000,000 bus. of wheat within the next four weeks, vessel room for that amount having been chartered. It is understood that the British Government will supply part of the vessels. On Jan. 27 more than 4,000,000 bus. were on track waiting to be unloaded.

BOSTON exported more than 1,145,000 bushels of grain during the last week of January. The Dirphys cleared with 170,000 bus. of wheat and the Erissos with 175,000 bus. of wheat for a Greek port; the Jutland, 200,000 bus. wheat to Great Britain; Ultonia, 85,000 bus. wheat for St. Nazaire; Virginian, 80,000 bus. oats for St. Nazaire; the Soestdijk, 88,000 bus. wheat for Rotterdam, and the Marengo, 40,000 bus. wheat for Hull. Other vessels, with mixed cargoes, carried sufficient grain to bring the total exports for the week above the million mark.

Possible Infestation of Green Bug.

A serious infestation of southwestern grain fields by the spring grain aphid, or green bug, as it is popularly termed, is possible the coming spring, according to a circular recently issued by the U. S. Dept. of Agriculture. The pest has appeared in grain fields in Tennessee, Oklahoma, Kansas, and northeastern New Mexico, and it is probable that it is also in southern Missouri and Arkansas.

The danger of the insect's doing serious damage in the spring depends largely upon temperature conditions up to the middle of April. If the weather is warm enough to permit the green bug to breed and at the same time sufficiently low to prevent its principal natural enemy—a minute, black, four-winged fly—from developing, a serious outbreak over large areas may be expected.

The circular advises grain growers in all the states where the pest has made its appearance to watch their fields closely. The first sign of an approaching outbreak is the appearance of spots, usually circular, where the color of the growing grain has changed from green to yellow. It is from these spots that the green bug spreads over the remainder of the field. The spots should be plowed under deeply and the ground harrowed and rolled, or the pest may be effectively destroyed by spreading straw over the infested patches and burning it.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

IDAHO.

Ashton, Ida., Jan. 28.—This part of state has good crop; well matured this year.—R. D. Merrill, general mgr. Merrill Grain Co.

Jerome, Ida., Jan. 28.—Considerable winter wheat in this section this year; more than usual snowfall in mountains which assures us a liberal supply of water for irrigation purposes the coming season.—Wm. Wagner, mgr. Jerome Mlg. & Elvtr. Co.

ILLINOIS.

Astoria, Ill., Jan. 31.—Much ice on wheat; looks bad.—Bader & Co.

Forreston, Ill., Jan. 28.—Corn poor quality around here and Mt. Morris.—G.

Triumph, Ill., Jan. 28.—Both elvtrs. shipping no grade corn for farmers.—G.

Prophetstown, Ill., Jan. 28.—Mostly no grade corn; both elvtrs. shipping it for farmers.—G.

Martinton, Ill., Feb. 2.—Corn crop light; quality poor.—Harry Hieser, mgr. Farmers Martinton Elvtr. Co.

Sublette, Ill., Jan. 28.—Oats and corn poor quality; elvtr. men not taking any chances but are shipping grain for farmers.—G.

Walnut, Ill., Jan. 28.—Corn very poor quality; occasionally grades No. 6 but mostly no grade; are shipping for the farmer.—G.

Galesburg, Ill., Jan. 31.—Much ice and sleet but do not think it hurt wheat; winter has been very good for wheat so far; corn quality poor.—E. Larimer, mgr. Farmers Galesburg Elvtr. Co.

Oso, Ill., Jan. 28.—Corn mostly no grade; elvtrs. shipping it for farmers; winter wheat acreage around this place, Prophetstown, Walnut, Triumph and Subletts will be considerable less than last year due to wet weather.—G.

Monmouth, Ill., Feb. 8.—Only 2 cars out of 42 cars of corn shipped graded No. 4; balance about evenly distributed between Nos. 5, 6 and sample; have but about 20,000 bus. of corn and 15,000 bus. oats bot for immediate delivery.—F. Smith & Son.

INDIANA.

Wabash, Ind., Jan. 31.—Corn poor quality; high water along Wabash causing considerable apprehension at this time.—Morrow Grain Co.

IOWA.

Inwood, Ia., Feb. 3.—Corn a failure here.—G. A. Lyon.

Epworth, Ia., Jan. 31.—Corn in this section poor.—E. N. Selker.

Davis City, Ia., Jan. 25.—Winter wheat hurt by cold weather; no snow on it.—W. E. Lee, of Iowa-Missouri Grain Co.

KANSAS.

Benton, Kan., Jan. 29.—Wheat outlook poor.—L. M. Camp.

Amy, Kan., Jan. 28.—Grain crop in this vicinity for 1916 seems to be about 85%.—Jos. M. Shull, agt. Kansas Flour Mills Co.

Hoxie, Kan., Jan. 28.—Crops went into winter in good condition; severe cold weather now, but think there has been nothing so far to damage wheat materially.—E. Conner.

Wilson, Kan., Feb. 3.—Heavy coat of sleet, with 4 ins. of snow, covers our wheat which may cause some damage; a few farmers advocate disking to break the crust.—B. F. Snider, mgr. Weber & Co.

MICHIGAN.

Lansing, Mich., Feb. 7.—Reports of injury to wheat during January from 279 correspondents; 166 report no damage.—Coleman C. Vaughan, sec'y of state.

MISSOURI.

Fortuna, Mo., Jan. 28.—Wheat looks good; corn fair.—O. W. Carter.

Hughesville, Mo., Jan. 28.—Wheat a failure; out of 26 shipments only 2 graded No. 2.—J. S. Baltzell.

Unionville, Mo., Jan. 28.—Corn soft; wheat light; neither good quality; about 60% is milling wheat.—V. T. Altes.

Lock Springs, Mo., Feb. 7.—Wheat in fair condition before sleet came; do not know how it will come thru.—P. F. Maxwell, of Green & Tooley Elvtr. Co.

Malden, Mo., Feb. 7.—Corn crop large; quality fine; wheat acreage larger than last year; condition at this time not so good.—Southeastern Missouri Grain Co.

St. Louis, Mo., Jan. 28.—Wheat acreage less than last year; too early to tell about new crop; mills using northern and western wheat.—T. A. Bryant, of John Wahl Co.

Ladonia, Mo., Feb. 7.—Wheat covered with ice for past 3 weeks; fears are entertained that heavy damage to crop will result; large oats acreage will be sown here in the spring if weather permits.—Wilder & Wilkins.

Columbia, Mo.—In the "Missouri Crop Review for 1915" just issued the Missouri State Board of Agriculture gives the acreage, yield per acre and total yields by counties for each county in the state of wheat, corn, oats and hay, with averages for 10 years past.

NEBRASKA.

Creighton, Neb., Feb. 3.—Corn a failure.—Louis E. Mann.

South Bend, Neb., Jan. 25.—Growing wheat looks pretty well.—W. B. Essick.

OHIO.

Columbus, O., Feb. 8.—Great damage has been done to wheat in Ohio by heavy rains followed by hard freeze; snowing over central Iowa now.—G.

OKLAHOMA.

Oklahoma City, Okla., Feb. 1.—Winter wheat condition 76% against 80% last month and 79% a year ago; promise of full crop; green bug damage 3%; acreage about 2,533,000 acres which is 10% less than last year; cold weather and snow prevailing thruout state almost exterminated green bug, hessian fly and chinch bug.—State Board of Agriculture.

TEXAS.

Wichita Falls, Tex., Jan. 27.—Winter wheat acreage same as last year; no green bugs.—Wichita Mill & Elvtr. Co.

Texas, Feb. 5.—Winter wheat acreage compared with last year 87.5%; condition 86.6%.—Texas Grain Dealers Ass'n.

Seymour, Tex., Jan. 25.—From 17,500 to 20,000 acres winter wheat sown; condition same as last year; no green bugs.—Fuller Grain Co.

Terrell, Tex., Jan. 31.—About 10% planted in wheat in this section this year; have not heard of any green bugs in this immediate vicinity; recent freeze killed nearly all oats here.—G. W. Mathews.

Sherman, Tex., Jan. 28.—Prof. S. W. Bilsing, dept. of entomology, Texas Agricultural and Mechanical College, found on investigation that in various wheat fields in the vicinity of Howe, Eubank and Sherman the green bugs have become lessened in numbers. In other fields, where the wheat was sown early and had become rank, many of them are found under the stools of wheat, where they have been protected. They were most abundant in places where fields had been allowed to grow up with volunteer oats. Where the ground had been plowed early they were much less numerous than in fields which had been double disked. In many instances, where the wheat had been sown on fields previously in wheat, there were no green bugs to be found.

Truth and Error in the Economics of the Grain Trade

By J. C. F. MERRILL, Sec'y Chicago Board of Trade

Public opinion is the strongest force in all the world but one. Public opinion is the dominant force at all times. Public opinion oftentimes finds itself in error and yields to truth, so truth is the strongest force. By ignorance we know not things necessary; by error we know them falsely.

Economics is the science that treats of the development of material resources, or of the production, preservation and distribution of wealth. Regarded by early writers as the science of material wealth, is now looked upon as the science of man's temporal well-being in the widest sense, especially in production, distribution and consumption.

However, there is more and greater difference in public opinion relating to ownership of grain than attaches to any other feature of the grain trade. It is not uncommon to hear it spoken of in all sincerity as "gambling." This conclusion is based on error, and when a better understanding obtains, it gives way to truth.

Risk, or Speculation, Cannot Be Eliminated.—The fact of the impossibility of eliminating risk, or speculation, from the grain business, from the time the seed is put into the ground until the product is consumed, is often lost sight of, and by many, wholly unrecognized.

The desirability of a broad and general ownership of the surplus of our annual production of some five thousand million bushels of grain after it enters commerce is another question about which truth and error are gradually, through a better understanding, shifting their relative positions. Error has held the majority position, and, possibly, yet does so, but is slowly yielding to truth. That ownership of grain can not be separated from risk, with its frequent resulting loss, is another error of some magnitude, and the loss of individuals who embark in speculation is ordinarily mistakenly believed to be a loss of a gambling character and as having rendered no useful purpose. Those who are inclined to entertain this view are also likely to refer to the speculative exchanges as "gambling places."

Production imposes ownership of the product. Ownership of the product is inseparable from the risk of ownership. Risk of ownership is due to the vicissitudes of the seasons, and other influences beyond man's control. Inasmuch as there is a grain harvest every month of the year in some part of the globe, fundamental conditions of the immediate future are always in doubt.

The risk incidental to production begins with preparing the soil for the crop. The farmer risks his labor, the seed and the use of the land, well knowing that all may come to naught thru effects of drought or early autumn frosts. When fruition crowns the farmer's effort, the risk of ownership is thrust upon him, and while it may be said that a man may have a wholesome interest in his crop, the result of his toil, it may also be said that everyone ordinarily has some good reason for assuming ownership of any property he may possess. The reason, however, has no place in determining the risk of ownership. The risk has been imposed by a power beyond control or influence. The real question of the owner is, whether to continue in the assumption of the risk, or to terminate it by sale of the grain to another, or by "hedging" against loss thru making a time contract, providing for the delivery of the grain at a future time, if it be advantageous to do so. To continue to assume the risk is speculation, for there is no difference of course between ownership of grain one has produced and ownership of grain another has produced. Farmers and distributors are both in the business for the dollars there may be in it for them; they are not acting from philanthropic motives. Much of life's most useful activities is propelled by selfish motives, gaining more money usually being the object. Nevertheless, there is commonly a sound economic service rendered unrecognized by the farmer or the merchant. The farmer's desire for gain re-

sults in the production of food requirements for our 100 millions of people; it gives rise to broad streams of commerce, giving employment to millions and is the life sustaining flow of all business.

Around the question of assumption of this risk, public opinion has centered for many years with mingled truth and error. The farmers to some extent, less, so, however, than formerly, are accustomed to dispose of their crop at the earliest possible moment, and if the market has a falling tendency, the volume of selling increases rapidly. This has the result of precipitating great avalanches of grain on the markets of the country. At Chicago, on July 22, 1914, there was received of wheat alone 1,933,000 bushels.

The exchanges are looked to almost alone by the public for reliable information determining grain values. They, more than any other agency, maintain that great incentive to commerce and trade—competition, resulting in the payment to the producers of the highest possible price, and, paradoxical as it may sound, likewise the lowest possible price to the consumer. Competition cuts and lowers the profits of middlemen, as well as being the life of trade.

The public, to a considerable degree, falls into the error of believing that the exchanges exist each as a unit for the purpose of engaging in business transactions for themselves on their own account instead of being a market place where the needs of thousands of buyers and of sellers in attendance are satisfied.

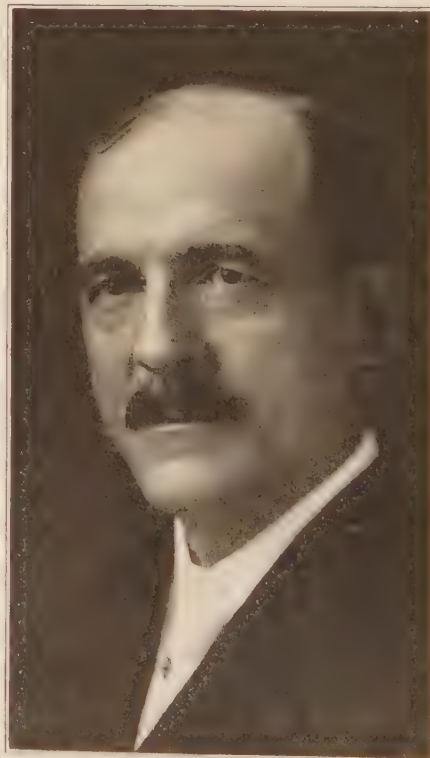
In my official capacity, I daily receive through the mails, letters plainly indicating this. A more common error of the public is that the exchanges are responsible for all of the acts of their individual members, as well as those of non-members. If anyone buy in the open market more of a given commodity than can be delivered at the place and time named in the contract, thereby causing a congested or manipulated local market condition, for which the exchange should be in nowise held accountable, having had no part in initiating or directing the making of such contracts, the public almost unitedly holds the exchange morally responsible. In this view the people of the United States stand almost alone; foreign peoples generally hold that every one entering into contracts in a public place and in an open manner shall be strictly held responsible therefor and to performing such contract. Be this truth or error, public opinion has dominated in our country to the extent that the exchanges, led by the Chicago Board of Trade, have adopted rules greatly facilitating the maintenance of normal values, and the prevention of artificial corners, and out of experience found a way applicable to members and non-members alike, a not easy accomplishment.

Ownership of soil products, together with the risk of ownership being impossible to eliminate, it is apparent that some one must assume this risk—willingly or otherwise. This risk in divers places is called by various names, such as "holding for a rise," "risking the market," etc., but at market places it is always, and I believe rightly, called "speculation." It is seldom fully realized by those not engaged in the grain business, and by some who are in the business, that the active market speculator is the owner of all surplus grain; that is, that portion of the crop not consumed in the locality in which it is produced, yet, so true is this that it may be easily recognized. In other words, the owner of surplus grain is, by that fact, a "speculator."

Truth and error have frequently found champions to do them valiant battle for or against this theory in press, on platform and in legislative halls. Political parties have featured it as a subject of platform pronouncement, as was the case at the Baltimore 1912 Convention, wherein the speculative buying and selling of soil products by organized exchanges is denounced as being a pernicious practice and is pronounced to be "gambling."

The eminent and brilliant author of that singular pronouncement of political dogma, so intensely theoretical as to have been found impossible of political utility, fell far away from the truth in attributing dealing in time contracts at market places to the exchanges themselves. The fact is, as already shown, the exchanges buy and sell nothing. They are organized and exist solely as market places for the purpose of facilitating the business of their members. Their members act as agents, for a commission charge, of the great public the world around. Every day a large volume of foreign business in "spot" grain and cured meats as well as in time contracts covering these commodities, is consummated in Chicago. The business on the exchanges is that of a great public—centering on the country's market places for soil products. The speculator owner of surplus quantities is of all grades and classes, and of varying ability and capacity as is generally true in all business. He typically is a student of the world's needs, the world's supply and crop conditions and probable outcome. Those true to this type render a great service in intelligently assuming the fair risks of ownership in part of the world's food. The incompetent imitator, introducing much of chance and less of ability, because of being ignorant of the facts acquired by the competent student, is quite another type. One represents cool calculation, the other represents more of blind chance. With one it is business having a serious intent; with the other, a gamble or chance on the outcome.

Truth and error again separate at this point. Truth asserts that the service performed by the speculator is genuinely useful which even though it were desirable it is impossible to eliminate and must be performed by some one. Men may come and men may go but the speculator remains forever. He is always on the job always ready to buy at $\frac{1}{4}$ c per bushel less than the price he is always ready to sell for. He is ever ready to absorb all offerings, equally ready to sell all that he has. Collectively, as already pointed out, he is the great holding body of all surplus supplies. Error says that he is a gambler. The Democratic platform says that he is engaged in a pernicious practice. Truth says speculation is based on calculation—that gambling is based on chance. Error says that speculation is gambling. The German economist, Cohn, says: "Speculation is the struggle of well equipped intelligence with the blind power of chance." Adam Smith says: "In the progress of society, speculation or philosophy becomes the calling or occupation of a particular class." However, not all speculators make speculation their distinct occupation. It necessarily is, to some extent, coupled



J. C. F. Merrill, Sec'y Chicago Board of Trade.

with other business; indeed, risk is the soul of enterprise in all commercial activity. Eliminate it, and stagnation results. The speculator not only assumes risk as the owner of property, but thru the medium of time contracts, i. e., accepting contracts for future delivery he becomes the underwriter against loss of the miller or other owner of grain, thus performing for the owner a service of kindred nature to that performed by insurance companies in taking over the risk of fire loss.

Another truth asserted by old Adam Smith in 1776 is that, "If a man goes to market with ten sacks of grain and finds buyers but for nine, the sale of the tenth sack fixes the price of the entire ten." So with the farmer, if he glut the market and overloads it and the normal result of supply far outrunning demand, he is responsible and it ill becomes him, nor is it complimentary to his intelligence to charge some one with tinkering the market to his hurt. Thru ignorance he knows not things necessary to enable him to form a correct opinion of the never-to-be-denied law of supply and demand. This charge against the exchanges has been repeatedly made in the United States Congress by Congressmen at the request of their farmer constituents. Such a charge was made in the last Congress by Congressman Doolittle of Kansas. The Congress directed Secretary Houston to make an investigation and report back to Congress. He did so, completely absolving the market, and in the report said in substance, that it is probably a fact that no other business of the country is handled at so small a margin of profit and that the farmers were getting all that their wheat was worth. The farmer being the producer, naturally wants about all that the consumer pays, and frequently objects to the middleman gaining anything in excess of payment for the physical labor he performs. He overlooks usually the needful item of compensation for risk involved and certain other fixed items of expense. This was the attitude of the Kansas farmer in the complaint above referred to. It is almost a prime error, certainly is a most common one, of the farmer, to hold that middlemen are against him. Professional agitators who find farmers and farmers' grain associations willing listeners to their fallacies, mislead them into this error by charging that those who buy, store and distribute grain treat them unfairly. This error also rests upon ignorance, in that they listen to and believe statements most fallacious, thus fostering a pronounced feeling of prejudice to those who buy the grain they ship to market, at times in quantities far exceeding all consumptive requirements.

The Federal authority, because of some of its officials holding extreme views, encourage farmers to try to cut out the middlemen as much as possible, with the erroneous thought that farmers can graduate selling to exact needs of consumers, and thus render the services of the speculator holder unnecessary. The fallacy of such a scheme is apparent and those who believe in it are suspected of also believing that round lots of grain will ultimately be carried by parcel post.

The farmer, as a class, is now the largest single body of speculators we have. He has rapidly become so, changing in a space of less than twenty years from a class, dependent upon the speculator as a holding body because of financial inability, and mostly in debt at all times, to the most uniformly thrifty class in our country. Formerly, necessities arising through his impecunious position, forced him to sell his product without delay. Now, more than any other class, he entirely suits his pleasure and convenience in marketing. In doing this, he performs the identical function he formerly imposed upon the speculator, and by assuming the risk of ownership, constitutes the farmer as a class the most speculative of any in our country today having to do with soil products. His risk begins with the planting of the seed and ends with his disposal of the product. To the extent the farmer has assumed this risk, it has declined at the market places and speculation on the exchanges of the country is now in much less volume in proportion to production than formerly. This is a fact about which there is much of error, and many farmers who hold their grain for months after harvest would feel outraged to be classed by extremists with other holders of grain at market centers as gamblers.

Offsets.—It is a belief more or less popular that the total of the crop of the country is largely exceeded by the total of grain sold in the pits of the exchanges. It will be apparent to all that contracts can not be pretended contracts, although by lawyers and welchers erroneously so

called at times. They must contemplate the delivery of the subject of the contract, which, at maturity, must be performed. Every contract made on the exchanges is performed. True, many contracts are off-set and any amounts owing thereon are paid. This has been pronounced by the United States Supreme Court as being entirely legal and as having all the effects of delivery.

Error says the speculators buy and sell a hundred times or more as much grain as is marketed. Truth denies this and says that the grain marketed is bought and sold many times during its movement along channels of commerce. This is an axiomatic truth. It is impossible to enter into a contract for the purchase or sale of grain if there be no grain to perform the contract with. True, the grain, the subject of the contract, may be on the high seas destined to a foreign port, and can not in the nature of things be delivered on the contract, but it is behind it and when the shipper sells his exported grain, he is in position to enter the market and purchase sufficient to fill his contract. In meantime, he has had insurance against loss thru possible decline of the market during the time his grain was afloat and unsold.

The desirability of a broad open market ownership of surplus stocks of grain instead of a restricted ownership of them by a few, is self-evident. In round terms, one means public ownership, the other means a trust. Public ownership thru the medium of a wide open at all times free trading public market, of very necessity implies frequent change of ownership and that normally creates a total of bushels dealt in far in excess of the total of grain consumed. Grain moving in commerce is bought and sold many times, each buyer hedging it in open market, thus adding largely to the total of transactions.

A United States Senator once said to me: "If I buy 5,000 bus. of wheat and lose five cents per bushel, that does not render a service to anybody." I replied it was the insurance against loss of a miller with one thousand barrels of flour, who sold the wheat because he at the time could not sell the flour, you took the risk he wanted to protect himself against. He being a miller, works for a miller's profit; you being a speculator, took the chance and saved him a loss. You made a loss just as an insurance company might make it in event of fire. The competent speculator, even like the insurance company, does not escape losses. The service rendered by the incompetent to holders of grain who sell to him a hedge is the same as if he were fully capable. If the sheep and the goats could be separated, it would be well, but who is to determine competency and incompetency.

The perversion of a useful function rests with the perverter; as well censure the cutlery dealer for selling cutlery and firearms for their legitimate uses because their use is perverted to a self-destructive or criminal purpose, as censure the market places for soil products for the unfortunate outcome of those who pervert their use. The unfortunate and the incompetents are found about all centers of activity. They are worthy of every consideration, but never have been and probably never will be wholly eliminated from injudicious investments of all kinds.

It is not contended that products could not be marketed if every exchange or central market were closed; nor can it be claimed that society could not dispense with the harnessing of electricity in its varied and important ways; but modern business, the economics of today, have expanded to altogether too massive and gigantic proportions to permit of such an inadequate system.

So long as the element of risk is present, just so long will the grain trade require the presence of a distinct class to assume it. The real character of speculation can better be understood if we consider its relative position to two well-known institutions, with one or both of which it is sometimes classified, namely, that of gambling and insurance. There is no essential difference in the contracts themselves between my giving an insurance agent \$50 and collecting \$5,000, if my house burns, and giving a bookmaker \$50 and collecting \$5,000 if my horse wins. Both are contracts based on risk, on an event which may or may not happen. In former times, gambling and betting debts were collectable at law in England. Now, notwithstanding the fact that the principle of the contracts is the same, society and courts of law everywhere differentiate sharply between them, judging them not by their identity or similarity but by their results.

Insurance contracts are upheld, because they place the money where most needed; they protect the family against the loss of the home, the merchant against the loss of his goods, enabling him to get credit in the market for more goods, which he could not get if carrying no insurance. In life insurance, it protects the family in part against the loss of the bread winner. Notwithstanding the fact that an insurance policy is a bet of the face of the policy against the amount of the premiums, tremendous odds (in the case of a detached residence \$1.20 against \$100) that the house will not burn in five years, society says that these benefits so far outweigh the wager, the fact that the contract is a bet shall not militate against the beneficence it confers. Gambling pure and simple, the type of contract based solely on chance, society says, because it serves no useful function of any kind whatsoever, shall not be recognized.

Commercial speculation as known at central markets of the world is also a contract based on risk. If the same test should be applied as in the cases of gambling and insurance, and after an accurate analysis it is found that the effects of commercial speculation are similar to gambling, it should be condemned and those who practice it branded as parasites upon commerce. If, on the other hand, we find that it performs a sound economic service, it should be upheld. Inasmuch as the ownership of grain can not be freed from risk, it is plain that speculation can not be eradicated. This being true, it is high time that the error of public opinion in classifying it with gambling ceased and the truth of the sound economic service it renders be recognized and admitted.

The grain dealers of our country, conscious that they render a great economic service in the distribution of grain, and knowing themselves to be entitled to a good name, are ever ready to stand and to speak in support of their business and in defense of their reputation with the abiding belief that the truth shall make them free.

I COULD not get along without the Grain Dealers Journal. It takes the front rank in advising and guiding in the elvtr. business.—H. O. Balke, Tunbridge, N. D.

A ROAD SCHOOL, conducted during the last week of January at Madison, Wis., under direction of the State Highway Commission, was attended by representatives from every county in the state.

THE SHACKLEFORD BILL, authorizing the expenditure of \$25,000,000 to extend federal aid in the construction of rural post roads, was passed by the House of Representatives on Jan. 26 by a vote of 281 to 81.

A RECORD YIELD of wheat for Australia in 1916 is predicted by Director Sturgiss of the Australian bank, who believes the crop will total 150,000,000 bus., of which 100,000,000 bus. will be available for export.

A UNITED STATES Chamber of Agriculture is proposed in a bill recently introduced into the House by Congressman Morgan of Oklahoma. The bill would further provide auxiliary state, county and township organizations, each supported by national appropriation.

THE GRAND TRUNK Pacific Elevator, Fort William, Ont., is said to have established a record for that port, in unloading from cars between Oct. 1 and Dec. 23, 1915, 21,994,000 bus. of grain. It loaded into boats from Oct. 1 to the close of navigation, more than 19,500,000 bus.

OBJECTION to the Moss Grades Bill was recently made by Fred J. Lingham, Lockport, N. Y., and other millers, who point out that the bill fails to provide the right of appeal after grain has left the original inspection. Neither does the bill provide for the payment of salaries to federal inspectors and the millers fear this will necessitate the appointment of salaried state inspectors for that work, ultimately leading to confusion and disastrous results.

Shippers' Demands in New Uniform B/L.

Shipping interests, led by the grain trade, made a strong presentation of their desires as to the form of the new B/L, at the hearing by Lawrence Satterfield, examiner for the Interstate Commerce Commission at Chicago Feb. 2 and 3.

Examiner Satterfield was visibly impressed when after the reading of the demands by the grain men, the representatives of the steel trust and the attorneys and traffic men of all the big Chicago packers, the National Wholesale Grocers' Ass'n and other important interests one by one stood up and declared that they approved and desired exactly the same new form of B/L as that presented by the grain men.

This harmonious and effective co-operation before the Commission was not accomplished without a great deal of burdensome com'ite work by the Council of Grain Exchanges, led by C. A. Magnuson, chairman of its B/L Com'ite, pursuant to instructions from the Council at its January meeting. For two days the com'ite on Jan. 31 and Feb. 1 at Chicago considered the clauses of the B/L one by one and weighed their surplusage and deficiencies, conferring with the representatives of the National Industrial Traffic League, the final touches to the agreed form being put on at a conference that lasted until a late hour Feb. 1.

E. P. Smith was chosen to present the demands of the grain men, and after stating that the grain dealers endorsed the recommendations presented by the Frank T. Bentley for the National Industrial Traffic League in their entirety, informed Examiner Satterfield that if any change were made from the form recommended by the League the grain trade would desire the insertion of the following clause in section three:

The amount of any loss or damage to property, or loss or damage due to delay in delivery thereof under this Bill-of-Lading for which the carrier is liable, shall be the actual cost of replacement by, or reimbursement to, the owner thereof as soon as such loss or damage is ascertainable by said owner, unless a lower value be herein represented in writing by the owner, in which latter case the owner's value so declared shall be the basis of settlement, including freight charges, if paid.

The meeting of the grain trade was held in the directors' room of the Board of Trade with the following delegates in attendance: Baltimore Chamber of Commerce, Herbert Sheridan; Buffalo Corn Exchange, H. T. Burns; Chicago Board of Trade, J. S. Brown, J. J. Stream; Cincinnati Chamber of Commerce, G. M. Freer; Duluth Board of Trade, C. F. Macdonald, M. L. Jenks; Kansas City Board of Trade, R. D. Sangster; Milwaukee Chamber of Commerce, Geo. A. Schroeder; Minneapolis Chamber of Commerce, C. A. Magnuson, W. P. Trickett; New York Produce Exchange, C. J. Austin; Omaha Grain Exchange, E. P. Smith; Peoria Board of Trade, W. S. Miles, W. M. Hopkins; St. Louis Merchants' Exchange, John O. Ballard, Chas. Rippin; Toledo Produce Exchange, F. O. Paddock, H. G. Wilson; Wichita Board of Trade, Jas. H. Sherman; Illinois Grain Dealers' Association, E. B. Hitchcock, Wm. R. Bach; Indiana Grain Dealers' Association, C. B. Riley. Later Lee G. Metcalf, of Illiopolis, Ill., pres. of the Grain Dealers' National Ass'n, took part and appeared before the Interstate Commerce Commission examiner and endorsed the changes recommended.

Mr. Sheridan acted as temporary chairman until the arrival of Mr. Magnuson.

W. P. Trickett presented a form of B/L.

Mr. Bach moved an amendment to sec. 1 with regard to the payment of the claims to the original consignee, which was discussed without agreement other than as suggested by Mr. Riley a sub-com'ite be asked to report on this section later. This sub-com'ite was appointed to consist of E. P. Smith, Wm. Bach, Wm. Hopkins and W. P. Trickett.

A motion by Mr. Hopkins that Sec. 2 be eliminated from the B/L was adopted.

In the afternoon the sub-com'ite reported its amendment to Sec. 1, and it was adopted.

Sec. 3 was revised, and paragraph 2 was revised to make the measure of damages definite. Paragraph 3 of this section was left to a com'ite of 3 composed of Trickett, Smith and Freer to report Tuesday morning. Tuesday afternoon was set for a joint meeting of a com'ite of the Council of Grain Exchanges with the National Industrial Traffic League.

The following resolution was adopted:

WHEREAS: The Cummins Act has put a new phase upon the obligation of both shipper and carrier, the important effect being to prohibit the carrier from exempting itself from liability for the full value of property lost, damaged, or injured, by any limitation in any contract, receipt, rule or regulation, and

WHEREAS: The shipper also is prohibited from releasing the carrier from such liability, it would seem that the interests of all concerned would be best served by eliminating from the B/L all terms and provisions adequately covered by existing law, now therefore be it

Resolved: That the Council of Grain Exchanges hereby earnestly recommend the complete elimination from the uniform B/L all of Sections 6, 7, 8 and 9, and be it further

Resolved: That we also recommend by this action the retention of Section 10, now carried in said uniform B/L.

Section Ten—Any alteration, addition or erasure in this B/L, which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this B/L, shall be without effect, and this B/L shall be enforceable according to its original tenor.

When the official hearing opened before Examiner Satterfield much time was taken up with preliminaries.

Chas. Rippin of St. Louis suggested to the Examiner that in order to prevent fraud the agent at the point of origin should mail a copy of the B/L to the agent at the point of destination so that the receiver of the B/L and draft could verify the fact that such a shipment had been made.

Chas. B. Riley, of Indianapolis, suggested that the Order B/L be in a separate form and be handled as carefully as are tickets for passenger transportation and be safeguarded in issue by being charged and issued to shippers under serial numbers, to prevent them from getting into irresponsible hands.

Mr. Rippin mentioned a dozen cases of fraud.

J. O. Ballard: We tried to verify the issuance of a B/L and at least a week elapsed before we could get an answer from the agent at point of origin. A big bank declares that frauds have caused the B/L to be looked upon as not good collateral.

F. O. Paddock: By collusion Durant & Elmore of Albany issued false Bs/L for 500,000 bus. of grain.

Mr. Sheridan: We had some bad losses. Dishonest grain men took thousands of dollars out of a bank; but we have remedied this at Baltimore where I have been chosen as a disinterested party to represent the banks and the receivers and get information from the railroads as to B/L issued.

Having been so thoroly threshed out beforehand by the shippers the hearing before the Examiner was comparatively brief as to merchandise B/L, in which the grain men are interested. The coal dealers presented a recommendation for weighing on track scales at destination when requested.

Representatives of the shippers made a vigorous attempt to draw from the railroad representatives present how much the carriers were willing to concede toward the amendments desired by the shippers so that they might know upon what points additional information should be supplied to the Interstate Commerce Commission to sustain their suggested changes, but the carriers' representatives declined to make their attitude known until after the various hearings had been held in different cities.

Following are the changes in the uniform B/L as recommended to the Interstate Commerce Commission by the Council of Grain Exchanges and the National Industrial Traffic League:

Changes Suggested in B/L.

First page of proposed B/L.

RECEIVED subject to the classifications and tariffs in effect on the date of issue of this original bill of lading,

at 1916

from the property described below in apparent good order, except as noted; marked, consigned and destined as indicated below, which the carrier agrees to deliver at the usual place of delivery at said destination, subject to conditions on the back hereof not inconsistent with law.

On the lower right-hand corner of first page of B/L insert following: "Agent must sign the original B/L in ink or indelible pencil, and affix official stamp of issuing station."

Terms and conditions of proposed bill of lading:

Sec. 1. The carrier or party in possession of any of the property herein described shall be liable to the lawful holder of the receipt or B/L or to any party entitled to recover thereon for any loss thereof or damage thereto except as exempted by law.

Sec. 2. (Eliminated.)

Sec. 3. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination, applying the rate via the route used, but in no case higher than via the route designated by the shipper, and if diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage to property or loss or damage due to delay in delivery thereof under this B/L for which the carrier is liable by law shall be the full actual loss, damage or injury, including freight charges if paid, except as to goods hidden from view where a lower value be herein represented in writing and the rate be based thereon, in which latter case the declared value shall be the basis of settlement, including freight charges if paid.

Claim or notice of intention to file claims for loss, damage, injury or delay, must be made in writing to the carrier within six months (traffic for export 12 months after arrival at port) after the delivery of the property, or in case of failure to make delivery, then within six months (traffic for export 12 months after a reasonable time for arrival at port of export) after a reasonable time for delivery has elapsed; except in cases where the loss, damage, injury or delay complained of is due to carelessness or negligence of the carrier.

Suits for recovery of claims for loss, damage, injury or delay, shall be instituted within two years after delivery of the property, or, in case of failure to make delivery, then within two years after a reasonable time for delivery has elapsed; provided where such claims have been filed with and declined by the carrier, in whole or in part, the two-year period in which to bring suit shall date from the time notice is received by the claimant from the carrier of the latter's refusal to pay said claims.

Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not

avoid the policies or contracts of insurance, and provided that the carrier reimburse the claimant for the premium paid thereon.

Sec. 4. (Eliminated.)

Sec. 5. Property not removed by the party entitled to receive it within forty-eight hours (on export traffic after free time allowed at the port in the tariffs) (exclusive of Sundays and legal holidays) after legal notice of its arrival has been duly given, may be kept in car, depot or place of delivery of the carrier or at its warehouse subject to reasonable tariff charge for storage, or such property may be removed to and stored at a public or licensed warehouse: Provided, that if the property consists of bulk grain, it may be stored with other grain of same kind and quality in a public or licensed warehouse or elevator, upon due notice to consignor, subject to a lien for freight and other legal charges, including reasonable charges for storage.

Property destined to or taken from a station, wharf or landing at which there is no regularly appointed agent shall be, except through negligence of the carrier, at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels.

When carload freight or perishable less than carload freight is refused or undelivered at destination, the carrier shall immediately notify the consignor in the most expeditious manner.

When non-perishable less than carload freight is refused or undelivered at destination, the consignor shall be notified thereof within five days thereafter.

Sec. 6. (Eliminated.)

Sec. 7. (Eliminated.)

Sec. 8. The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. The consignor shall be liable for the freight and all other lawful charges unless the B/L stipulates that the carrier shall not make delivery without requiring payment of such charges, and if the carrier, contrary to such stipulation, shall make delivery without requiring such payment, the consignor shall not be liable for such charges.

Sec. 9. (Eliminated.)

Sec. 10. Any alteration, addition, or erasure in this B/L which shall be made without an endorsement thereof hereon, signed by the agent of the carrier issuing this B/L shall be without effect, and this B/L shall be enforceable according to its original tenor.

Change in Demurrage Rules on Cars for Loading.

The Michigan Central R. R., effective Feb. 15, and the other eastern carriers, effective March 1, or some time thereafter, have published the following changes in their demurrage rules on cars for loading:

RULE 6. CARS FOR LOADING.

(a) Cars for loading will be considered placed when such cars are actually placed or held on orders of the consignor. In the latter case, the agent must send or give the consignor written notice of all cars which he has been unable to place because of condition of the private track or because of other conditions attributable to the consignor. This will be considered constructive placement. See Rule 3, Section (a) (Computing Time).

(b) When empty cars, placed for loading on orders, are not used, demurrage will be charged from the first 7:00 a. m. after placing or tender until released, with no time allowance.

(c) Cars for loading are not released until loading is completed and proper billing instructions furnished.

(d) Cars received from switching lines and held by carrier lines for billing instructions are subject to demurrage charges from the first 7:00 a. m. after arrival on the carrier line until billing instructions are received, with no free time allowance and without notice.

(e) If an empty car is appropriated without being ordered, it shall be considered as having been ordered and actually placed at the time so appropriated. If not loaded outbound, such car is subject to Section (b) of this rule.

Sections (c), (d) and (e) of the foregoing rule are new, says J. S. Brown, mgr. of the Transportation Department of the Chicago Board of Trade, and the effect of their application is that, in order to avoid demurrage on grain loaded on switching lines, complete shipping directions must be given *before* the road-haul carrier receives the shipment.

Bin Burned Oats Complete Loss.

Reports are commencing to reach us that dealers who, as has been customary in years gone by, placed large quantities of oats fresh from the farmers' wagons, in large bins for winter storage, are uneasy as to the condition in which the oats will come out of the storage. Some country elevator men who accepted damp oats from the farmers and placed them in store, expecting and hoping soon to get plenty of cars to move them to market, are now taking them out of store with an axe, and in utter disregard of the car famine.

Illustrated herewith is a matted mass of oats that once were white but now are black and brittle. The meat and the hull both crumble into powder under the slightest pressure. Still they do not smell like burned grain, but have an odor suggesting licorice. They taste very sour and the degree of their acidity is high. One inspector suggested that they had been carefully mixed with black strap molasses and molded into a cake under great pressure, but the truth of the matter is that about 40,000 bus. of white oats were purchased from farmers by the Montelius Grain Co., of Piper City, Ill., and placed in storage because they were unable to get cars. When they attempted to remove the grain they found it necessary to chop up the caked mass and pull it out

of the bins. The oats might pass for charcoal with fastidious pigeons and poultry were it not for their acidity.

The cake of burned oats illustrated herewith is just as they came from the bin. These oats were supposed to be the best oats taken in by the Montelius Grain Co. during threshing last fall, and they placed them in a frame cribbed iron clad elevator. The oats got in a heat and continued heating until they were burned up. Mr. Montelius, Sr., who has had over 40 years' experience in buying oats, says that he has never seen or heard of anything like it before.

One peculiar feature of the Montelius Grain Co.'s experience is very favorable to concrete construction. While the oats placed in wood bins were completely destroyed, the oats that were placed in the concrete bins (and these were not received in as good condition as the other oats) came out only bin burned a little and can be marketed.

If anyone can give an explanation of the causes of this great loss, the operators of elevators will be very glad to know of it.

M. H. HOUSER, grain exporter of Portland, Ore., was the first to avail himself of the commercial service offered by the new transcontinental telephone line. The conversation with his New York representative cost \$20.66.



Mass of White Oats Congealed by Heating in Bin.

War Affecting the Grain Trade.

POLICE COURTS of Hungary have sentenced 10,000 persons for illegal speculation in foodstuffs.

SWEDEN has extended the time of the royal decree providing for free duties on wheat, wheat flour, rye and rye flour, regardless of origin, to June 30, 1916.

A DENIAL that grain has been reaching Germany thru Holland was published by the Dutch ministry of agriculture Jan. 27 as a reply to British newspaper accusations.

THE BRITISH Admiralty has issued a request to English shipowners that they charter all steamers loading in the Argentine Republic after Feb. 1 to carry at least 75% of wheat.

CANADIAN RAILROADS have been ordered by the Government to furnish cars for the requisitioned wheat at Fort William, and 13,000,000 bushels is expected to move forward via West St. John.

THE BRITISH recently seized the Norwegian steamer Skard on the high seas and took it into Kirkwall, Scotland, with its cargo of barley, rye and wheat from Baltimore for Moss, Norway.

C. F. & G. W. EDDY, Inc., Boston, Mass., have been made defendants in a suit for \$14,211 brot by W. P. Wood & Co., London, England, alleging that judgment obtained Oct. 12 has not been satisfied.

THE COURTS of Germany have decided that municipalities may fix maximum prices on products of local manufacturers, but the price of foodstuffs and other commodities, from other points, must be set by the Government.

A REDUCTION in Argentine freight rates on grain, made Jan. 27, lowered the rate on corn 11c compared with the recent high level, and the British Government is said to have placed a number of steamers for immediate loading at the reduced rate.

ROSS T. SMYTHE & Co., of Liverpool, Eng., have been appointed buying agents for the governments of England, France and Italy in the grain trade, if rumor is correct. The firm has sent H. T. Robson and H. D. Burridge to New York to open offices.

REPRESENTATIVE SLOAN of Nebraska on Jan. 27 proposed a resolution to place a 60-day embargo on war munitions to relieve the congestion of grain in this country. The resolution says that the shortage of cars and boats for the handling of grain is due to the preference granted to war munitions by railroads and shipowners.

ARRIVAL of the Appam, captured by Germans, disclosed activity of a raider, and followed Feb. 8 by news of the capture of the British liner Orissa after leaving Rio de Janeiro, alarmed vessel owners, and marine insurance against the war risk went up in a day from $\frac{3}{4}$ per cent to $1\frac{1}{2}$ per cent. Before the seizure of the Appam the rate out of Boston was only $\frac{1}{10}$ of one per cent.

EMIGRATION from South American countries exceeds immigration for the first time in years, due partly to the exodus of Italian reservists. This is creating a shortage of labor in Argentina, where more than 800,000 tons of corn is stored at outlying stations waiting for handling and forwarding to Rosario. More than 200,000 tons of wheat and flaxseed of the last harvest remains to be moved from those districts thru which the Central Argentine Ry. passes.

THREE CANADIAN railways have been authorized by the Government to load out from Fort William and Port Arthur 500,000 bus. of requisitioned wheat. The permit specifies no certain grade, but requests that the grain be billed to Montreal for domestic purposes.

OFFICES are said to have been secured in the New York Produce Exchange Bldg., by agents of the Allies, from which grain will be purchased for the French, English and Italian Governments. Financing of the business will be handled in London, and ships for transporting the purchases are to be supplied by the English Com'ite. The newly opened offices, it is thot, will specialize on wheat and corn. Argentine wheat shipments will be handled by the International Com'ite, but the Australian crop has been taken over by the Government which will handle that wheat, f. o. b. seaboard.

SWEDEN's Royal Food Commission, for the year ended June 30, 1915, purchased 199,280 tons of wheat of which 16,829 were for municipal purposes; 29,492 tons of rye, of which 4,955 tons were credited to municipalities; 4,628 tons of wheat flour, and 881 tons of rye flour. In a total of 131,923 tons of wheat received, 96,138 tons were from North America, 28,469 tons from South America, and 8,316 tons from Russia. Practically the entire import of rye came from North America and principally from the United States. For the transportation of grain purchased in North America 52 steamers were required.

GAS ENGINES are said to lose one per cent of their horse power for each 1,000 ft. of elevation, on account of the diminution of the oxygen in each cubic foot of air.

CHRISTIAN County, Ill., has been placed under a foot-and-mouth quarantine, and the railroads notified to refuse shipments of grain and other freight originating in that area.

50,000-Bu. Elevator at Rochelle, Ill.

P. R. Diederich, grain dealer of Rochelle, Ill., has just completed the elevator illustrated herewith. He not only drew the plans for this house himself but donned his overalls daily to work with and superintend the crew hired for construction. The fact that the plant is giving better satisfaction than Mr. Diederich had hoped, indicates that at least one country grain buyer is also both a draftsman and builder. The elevator stands on the site of the old Diederich house, on the C. B. & Q. Ry.

The basement and engine room are entirely of concrete, upon which is placed cribbing of 2x8 inch planks to a height of 18 feet. Above this the cribbing is reduced to 6 inches. The building covers 34x46 feet of ground and is 75 feet high to the top of cupola. The whole exterior, including the feed room, dust room, grain door room and the office is covered with heavy corrugated and galvanized iron.

The house comprises 12 bins. Six extend from the ground up, four are over the driveway and two over the working room. Total storage capacity is 50,000 bus.

Distributing spouts drop the grain almost perpendicularly into the bins, introducing a decided novelty.

Two stands of elevators are provided, 12x7 inch cups elevating the grain to cupola. These are operated by a 12 h.p. gasoline engine, which also supplies power for the machinery about the plant. Equipment includes two Hall Signaling Distributors, one Barnard & Leas Corn Cleaner of 1,000 bus. per hour capacity, a gravity car loader and an all metal manlift. Two dumps are used, one of which is adaptable for bob sleds. No shipping scale is used at present but Mr. Diederich is contemplating the installation of such a scale within the next few months.



P. R. Deiderich's Elevator at Rochelle, Ill.

Missouri Shippers Hold Annual Meeting in St. Louis

The annual meeting of the Missouri Grain Dealers Ass'n was called to order by J. L. Frederick, acting chairman, in the Planters Hotel, St. Louis, Jan. 26, with about 45 present, the number increased in the afternoon to nearly 100.

Alfred F. Smith, pastor of St. Paul's Methodist Church, pronounced the invocation; and Chas. H. Daues, city councilor, welcomed the dealers, Jacob Schreiner, pres. of the Merchants Exchange, joining in the welcome and thanking the Ass'n for its aid in combating the attack by Atty.-Gen. Barker on the Department of Weights.

Mr. Frederick in responding said: We consider your Exchange the backbone and support of our Ass'n. Unfortunately we lost our pres. and had a change of sec'ys during the year.

J. A. Gunnell, sec'y, Mexico, Mo., read his annual report, from which we take the following:

Secretary's Report.

Local meetings have been held in practically every section of the State. These meetings were well attended and much interest was taken in the discussion of local conditions as well as problems of State and National interest.

Not a month has passed but what some new names have been added to our list of members. In all a total of 74 applications have been received.

Splendid co-operation has been noted in practically every section of the state between the individual members of the trade in their efforts to weed out the evils that had existed. In this we have had the splendid co-operation of all the terminal markets.

Some of our State politicians, no doubt having a number of political friends to reward, had introduced a number of bills affecting the grain trade without even consulting or securing an opinion from any of its members. It seems as if their main object was to create new jobs, adding additional expense without increasing the efficiency of their present service. Our Legislative Com'te and the members of our Ass'n at once entered a protest to these bills, pointing out the objectionable features to the Legislature. As a result only one of these bills was enacted, that known as House Bill No. 523, and this one amended in such a way that many of the objectionable features were removed.

Early in the year a suit was instituted by the Attorney General of the State against the Merchants' Exchange of St. Louis on account of the Department of Weights maintained by that Exchange. The history of this Department and the similar one maintained by the Board of Trade of Kansas City is well known to all those interested in the Grain Trade. Realizing the benefits of these departments, we have protested to the Attorney General of the State and tried to point out the many benefits derived. As a result, or partially so, the case has been postponed from time to time and it is problematical as to when a hearing will be had.

For a period of years a number of the railroads of Missouri have been making a deduction of 1/2 of 1% from the net weight of each car of grain on which a claim was filed for loss in transit, on all business that moved intrastate, using as their authority a portion of Section 3156, Revised Statutes, 1909. As no deductions were allowed on interstate traffic, this was plainly a discrimination against intrastate business. Some time ago this matter was called to the attention of the Public Service Commission of Missouri by your Sec'y, and with their assistance we have been able to secure an agreement with the traffic department of the railroads that this deduction will not be made, thereby removing the discrimination that has existed against state business.

Total collections to January 20, 1916, have been \$5,076.78. Total expenses, \$4,552.54.

Balance on hand, \$524.24. Outstanding collections, \$1,487.00. Total assets, \$2,011.24.

W. W. Pollock, of Mexico, Mo., treas., reported that since the removal of the sec'y's office to Mexico on May 1 the receipts had been \$3,589.16 and disbursements \$3,064.92, leaving a balance Jan. 20 of \$524.24. "The outlook for the Ass'n from a financial standpoint, I think, is encouraging."

A resolution com'te was appointed: Ed S. Harte, J. L. Messmore and J. J. Culp.

Mr. Harte, of Knobnoster: We started a little band of grain dealers in central Missouri and in 2 years we have grown to over 300, and a number of things have been brot about that would not otherwise have been accomplished.

On motion by W. H. Hurley, of Clinton, Mr. Frederick, of St. Joseph, was elected chairman of this meeting.

Wednesday Afternoon.

A nominating com'te of 5, composed of Cecil Wayland, of Carrollton; J. J. Culp, Warrensburg; Mr. Pollock, Geo. C. Martin, Jr., St. Louis, and J. D. Mead, Ft. Scott, Kan., was appointed.

Lee G. Metcalf, Illiopolis, Ill., pres. of the Grain Dealers National Ass'n, delivered an address on "The Value of Organization," from which we take the following:

Value of Organization.

It was my pleasure to address your first annual convention just about one year ago, and I felt assured then that your state organization was going to succeed. I have a very distinct memory of the hearty accord and unanimity with which the business of that convention was handled. The domination of the spirit of co-operation, the absence of splenetic characteristics marked every business session, and I said to my friends, "The Missouri State Ass'n is a marvel to me in primary Ass'n work." I recall, too, the many courtesies and favors extended to me on that occasion, and it is with a tinge of sadness and sorrow that I today remember the most cordial welcome given me by your then President, Mr. J. D. Mann, whose earnest, sincere handshake and kindly greeting will never be effaced from my memory.

For 25 years I have been an earnest and consistent advocate of ass'n work, and can say to you from the experiences I have gained during this time that I have seen order worked out of chaos, loss turned into profits, the highest stamp of character placed upon the business; much of it, if not all of it, brought about by the organized efforts of the grain men.

I have seen corn the last few months delivered to the country elevator, that to the casual observer would have every appearance of being corn gathered without any attempt to remove the husks. In an examination that I made following this corn from the time it was dumped into the house, observing its movement to and from the sheller, into the elevator, and over the grain separators, I was amazed at the tremendous loss caused by the machinery being unable to separate the shelled corn from the husks and the cob. More particularly was this true when the weather was murky and the corn was damp. If we could arrive at a careful conclusion as to the amount of corn wasted as indicated in this statement, we would be astounded.

The country elevator man, whether an ass'n member or not, is responsible more than any one else for this unusual and unnecessary waste. In his zealous efforts to do business, and in his mad rush to beat his competitor to it, he neglects to consider many of the elements in business that work not only to his hardship, but to the hardship of the producer and consumer.

Here is an opportunity for Ass'n members, for the good of all, and for the conservation of our products, to act together in a way that would show material results.

In concluding this brief address, I would like to have the members of your Ass'n remember:

That—just as surely as industry, sobriety and honesty fix the measure of individual standard locally, do honesty of purpose, and integrity of operations establish the true measure of an Ass'n like yours;

That—the anchorage of your Ass'n, as in all like business societies, must be firmly embedded in the intelligence and sincerity of your membership;

That—the individual member must believe in the value of such an organization, and be intelligent to the extent of realizing that self-sacrifice of both time and money may be required of him;

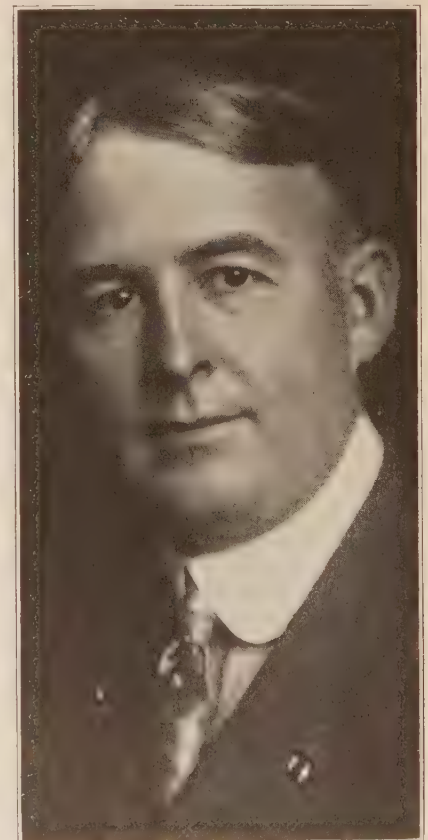
That—the guarantee for the future activities and usefulness of your Ass'n is, after all, with the individuals as such composing it;

That—the grain man makes a grievous mistake who associates himself with this or any kindred society intent upon securing for himself special favors or preferment, and his position is not in tune with the great underlying principles inspiring such an organization;

That—your perpetuity depends upon your ability to look after and care for the individual members, the large and the small ones alike.

Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.: In Indiana we have an organization of 400 elevators about 15 years old, the original purpose of which was to get relief from the evil of being required to furnish sacks. Now we have concrete elevators, we have dumps and all appliances for handling grain in an economical manner. There is better bookkeeping in the Indiana elevators than there was at one time. We have tried to show them that more money is needed to handle grain. Our elevators will not handle to exceed 100,000 bus. a year.

Handling grain is one thing; speculation is another. It is a dangerous thing. One man who had contracted for oats lost his elevator and \$1,100 and it will take him a lifetime to recover. If you have not enough grain to handle, buy lumber, sell coal and if that can not oc-



Pres. J. L. Frederick, St. Joseph, Mo.

cupy your time sell your elevator to some one who wants to handle cash grain and devote your entire time to speculation and go into it right. (Applause.)

In Indiana we have two candidates for governor who are grain men, and whichever wins the grain dealer will get the best of it.

In Indiana the first legislation ever enacted without the approval of the railroads was enacted practically unanimously by the Indiana Legislature as the result of a campaign by the Indiana Grain Dealers Ass'n.

Our agricultural institutes and the grain men and millers are closely co-operating.

Now that you have an organization, your elevators in Missouri are going to be a valuable asset.

F. C. Maegly, Chicago, Ill., A. G. F. A. of the Santa Fe System, outlined the Oklahoma Plan of scale testing:

The Oklahoma service has continued long enough to cover the State. Additional trips will, of course, be necessary to determine how well the owners and users of the scales have carried out the scale men's recommendations; in fact, quite a number of preliminaries will be necessary before such a service can be shaped the best way suited for the required result, viz., efficiency and economy. Practically none of the carriers were sufficiently reimbursed for the expense incurred by them on their first trip, but it is known where economies can be introduced by the carriers, as well as by the scale owners co-operating, so that the figures used are not regarded as conclusive, but will be subject to revision, if the service is continued for the length of time necessary to find how it can best be administered.

If the Missouri Grain Dealers Ass'n should care to give the Oklahoma Plan a trial, it is suggested that this Convention arrange for the appointment of a Weight Com'te to co-operate with your sec'y, thru whom you may let your wishes be known to the interested carriers.

Mr. Gunnell: During the latter part of the summer the sec'y and the transportation com'te have held conferences with the railroads on the Oklahoma Plan, better known as the Dorsey Plan. After handling claims as sec'y of the Missouri Grain Dealers Ass'n I have come to believe that if we do not adopt the Oklahoma Plan we will need a scale inspection plan.

C. Lipscomb, Springfield, denounced the so-called "pitless scales" as worthless. "When the scale expert comes along, let us have the scale actually put in order, not merely told what are the defects."

O. W. Carter, Fortuna: The Missouri Pacific Railroad had been testing my scales and as stirrup was not in right they were weighing 24 pounds heavy. The scale expert left it that way when he should have remedied the defect. We since put the scale in order, but the railroad company has refused to pay my claims ever since. My scales have been tested and found correct, but on 21 cars shipped I have been short an average of 12 bus. to the car.

Mr. Metcalf: We have 2 men in Illinois constantly engaged in testing scales and putting them in proper order.

Mr. Mitchell, Hannibal, told how he had track scales 3 years ago and how he had paid out \$1,150.00 for expert service and repairs and still the railroad company will not accept the scales as correct.

Mr. Riley: We had difficulty in maintaining our scale department. The difficulty was to get a competent man and to finance the movement. We had to abandon the work. Now we have a firm which is an independent party to test scales and we indorse him. The expense is about the same.

Railroad claim agents have authority

to pay claims only on 3 grounds: visible leakage; transfer in transit, and defective seal record.

Many shippers are not so careful as they ought to be. The railroad company owes it to the shipper to reveal to him everything that happened to that car while in transit. They are a public concern and have no right to keep this information secret. There is an opportunity for the railroad and shipper to get closer together.

Every shippers' organization ought to establish a claim department and not depend on the commission man. I have taken two months to work up one claim; the commission man can not afford to take the time.

Mr. Lipscomb: If a track scale is outside you can not depend upon it. I would not make an affidavit that a track scale weight was correct; I would make an affidavit on a hopper or automatic scale weight. I have not had trouble with St. Louis weights for the past five years, but before that I was always short.

John Dower, Merchants Exchange Weighmaster, St. Louis: In the past 2 years we have noticed an improvement in cars and a great reduction in shortage claims.

Mr. Frederick: We could appoint a good weights com'te that could do more for us than we could by 2 weeks' discussion.

W. H. Perrine, Chicago, Ill., moved that the weights com'te be authorized to take up with the railroads of Missouri the Oklahoma Plan. *Carried.*

Mr. Perrine: This would accomplish two things. Every dealer would know whether his scales are correct and how to make them so. It would enable us to collect our claims. This scheme will make it possible to have the shipper's affidavit of weight recognized as the basis for payment of claim. At Kansas City and Chicago the railroads recognize that the elevators are well equipped to weigh and if discrepancies show up the claims are paid.

The Banquet.

Missouri dealers and their friends to the number of 350 were entertained at a banquet given in the Jefferson Hotel Wednesday evening, by the Merchants Exchange and the St. Louis Grain Club.

Geo. C. Martin, Jr., pres. of the Club, welcomed the grain men in an invitation to return. J. L. Messmore proposed a toast:

Here's to the farmer who grows the wheat.
Success to the dealer who does not cheat.
Drink a toast to the miller who uses his head;
But here's to the housewife who bakes good bread.

No addresses were made, the guests devoting themselves to the following:

MENU.

Celery	Crabmeat Cocktail	Olives
	Pompano, Joinville	
	Potatoes Alouette	
	Filet of Beef, Bearnaise	
Brussels Sprouts	Special Baked Potatoes	
Head Lettuce, Bellevue	Nesselrode Pudding	
	Assorted Cakes	
	Neufchatel Cheese	
	Demi Tasse	
	Manhattan Cocktail	
Beer	Cigars	

Following the dinner came a cabaret-vaudeville entertainment which Pres. Lee G. Metcalf of the National Ass'n described as the cleanest and classiest performance ever seen at any grain convention. The Italian opera singer, a second Caruso, got a dozen encores. Soloists circulated among the audience distributing favors to all, National Oats

Penholders, and Corno Feed Matchsafes, toy chickens, flag pins, and all chased toy balloons. The superior quality of the show reflects credit on Aderton Samuel of the Grain Club. Among the performers were:

S. N. Oppenheimer's Mazda Girls, 7, led by Nan Sandell.

Mildred Howell and Eva Tanguay, of cabaret.

Miss Lillian Bell, the phenomenal baritone singer, otherwise known as the Helene Morala of to-day.

Milano Duo, introducing Ralph Milano, the phenomenal Italian operatic singer.

Bernays Johnson with his rose dance and wireless gown.

Loretta Dale, a St. Louis favorite.

Miss Margaret Rafferty, a little classical dancer.

Bennett Sisters, boxers and wrestlers.

The show was under the direction of Joe Brown, representing the Oscar Dane amusement enterprises.

Friday Morning.

E. D. Bigelow, sec'y of the Board of Trade, Kansas City, Mo., delivered a pleasing address on "The Grain Merchant," making good suggestions on use of approved office systems, confirming all wire messages, avoiding mixing of grain and aiding in the distribution of good seed.

Hon. E. M. Rhodes, of Potosi, Mo., delivered an address on "Missouri Freight Rates," referring to the expenditure of 9 years' time and \$500,000 in money to sustain the Missouri maximum rate law, and that the demand of the railroads for increased rates is without justification. As an example of the injustice of rate making he referred to the advance in cordwood rates from 2½ to 3½ cents per hundred from Potosi to St. Louis. A car of cordwood sold at St. Louis at \$63 and out of this came \$21 in freight, the same as on a car of ties selling at \$250 or of dressed lumber selling at \$500.

J. C. F. Merrill, sec'y of the Chicago Board of Trade, delivered an able address on "Truth and Error in the Economics of the Grain Trade," which is published elsewhere in this number of the Journal.

Friday Afternoon.

E. Picker, for the finance and auditing com'te, reported the accounts correct. Receipts from dues had been \$2,717.95; from advertising, \$816.60, various, \$1,464.90. Expenses had been \$2,119.88 for salaries; \$628.18 for traveling and various, \$1,726.15.

J. J. Culp, chairman Legislative Com'te: Our first attention was to a bill making it illegal to form any ass'n to restrict trade. It died of itself.

Bill 811 was the next, extending the public warehouse act to cover the country elevators. It passed the judiciary com'te and became a law with many amendments which limit its application.

We as grain dealers want the association with other grain dealers not only in this state but in other states. We need a strong ass'n so we can go down to Jefferson and state that we represent 600 country grain dealers who are doing the actual work. Then we will get a hearing.

C. A. Morton, St. Louis, chairman of Transportation Com'te: Last year the railroads raised the rental of elevator sites from the minimum of \$5 to \$12, based on a ruling of the Interstate Commerce Commission, which really had in mind only the large terminal elevators. The com'te believes that a reduction could be obtained by concerted action.

Your sec'y deserves credit for having the railroads stop taking the deduction of $\frac{1}{2}$ of 1% from claims for loss of grain in transit after Jan. 25. Unless the shipper has good weighing facilities the railroad will refuse to pay the claim.

Ed. S. Harte, chairman of the Resolutions Com'te, presented a report which was unanimously adopted, expressing sympathy for the sorrowing family of J. D. Mann, of Montrose, Mo.; approving the Grain Grades Act; endorsing and recommending the continuance of the work of the bureau of grain standardization of the U. S. Dept. of Agriculture; that this Dept. establish a laboratory at St. Louis; and thanking the Merchants Exchange and Grain Club for courtesies extended.

Mr. Frederick suggested that the by-laws which had been approved by the directors be adopted, and after Mr. Hurley had read the section referring to procedure in arbitration cases it was adopted with fees of \$5 and \$10.

In the election of officers for the ensuing year care was taken to have a full and free expression by written ballot.

Officers elected: J. L. Frederick, St. Joseph, Mo., pres.; J. S. Klingenberg, Concordia, Mo., vice-pres.; W. W. Pollock, Mexico, Mo., treas.; J. A. Gunnell, Mexico, sec'y; directors, D. B. Kevil, Sikeston; J. A. Elliott, Lebanon; H. C. Carter, Hannibal; A. C. Harter, Sedalia; F. W. Eggers, Hermann, and Chas. B. Talbott, LaCade, the latter for one year. Holding over are W. H. Hurley, Cecil Wayland, J. J. Culp and W. W. Pollock.

Adjourned *sine die*.

MEETING OF DIRECTORS.

At the board of directors' meeting the following plan was adopted to secure additional members the coming year:

Three prizes are offered to the person or firm sending in the three largest number of approved applications for membership for the Ass'n. First prize to be of \$25 cash value; second prize to be of \$15 cash value, and third prize to be of \$10 cash value. All applications to be approved at the date of the next annual convention.

The following committees were appointed:

Arbitration—John L. Messmore, J. B. Shaum, Tarkio, and J. D. Mead.

Appeals—U. W. Helm, St. Joseph; A. G. Sullivan, Nevada, and E. S. Harte, Knobnoster.

Weights—W. H. Hurley, Cecil Wayland and K. Kevil, Malden.

Legislative—J. J. Culp, Warrensburg; George Martin, Jr., St. Louis, and E. S. Harte.

Transportation—C. A. Morton, J. W. Boyd, Joplin, and C. E. Davis, Charleston.

Convention Notes.

N. C. Webster, Chicago, rep. the Richardson Scale Co.

The ladies were entertained with two theater parties and luncheon.

C. I. Howel was the big representative of the Russell Grain Co., Kansas City, Mo.

H. A. Rumsey rep. Rumsey, Moore &

Co., of Peoria, and Rumsey & Co., of Chicago.

J. D. Mead, residing at Ft. Scott, was from Kansas, but operates elevators in Missouri.

E. N. Williams, representing the Liberty Mills of Nashville, Tenn., distributed a file hook.

R. W. Taylor of Des Moines, Ia., renewed his acquaintance with Missouri buyers of corn.

G. B. Talbott came from Keokuk, Ia. W. M. Hirschy rep. J. C. Shaffer & Co., of Chicago.

J. C. F. Merrill, rep. the Chicago Board of Trade, and E. D. Bigelow the Kansas City Board of Trade.

Badges were furnished and the registration was conducted by the Grain Dealers National Fire Ins. Co.

W. H. Perrine & Co., of Chicago, were represented by Mr. Perrine and C. A. Johnson, of Ft. Madison, Ia.

J. T. Peterson, of the western dept., Omaha, Neb., represented the Grain Dealers National Fire Ins. Co.

J. T. Bradshaw, warehouse commissioner, Kansas City, and Chief Deputy J. J. Gilmartin represented the State Grain Dept.

R. E. Rose, pres. of the S. O. S. Chemical Co., Kansas City, talked "Rat Swat" to those who wanted to be rid of rats in the elevator.

Lee G. Metcalf, of Illiopolis, Ill., rep. the Grain Dealers National Ass'n, and Chas. B. Riley, of Indianapolis, the Indiana Grain Dealers Ass'n.

Missouri dealers in attendance included:

V. T. Altes, Unionville; J. S. Baltzell, Hughesville; S. M. Bird, St. Joseph; J. E. Bridges, Fayette; Chas. Budde, Higginsville; Jesse J. Culp, Warrensburg; J. A. Elliott, Lebanon; G. M. Fowler, Gilliam; R. C. Frerking, Corder; L. Hank, Holden; Ed. S. Harte, Knobnoster; A. C. Harter, Sedalia; H. H. Horstman, Alma; Geo. R. Hutson, Charleston; Kay Kevil, Malden; D. B. Kevil, Silkeston; A. E. Klingenberg, Truesdale; J. S. Klingenberg, Concordia; C. Lipscomb, Springfield; John McClay, Potosi; A. H. Meinershagen, Higginsville; J. T. Milbank, Chillicothe; J. H. Miller, High Hill; A. C. Muerch, St. Joseph; W. W. Pollock, Mexico; Joe Rathgeb, Berger; Cecil Wayland, Carrollton; P. L. Wensell, Lamont, and C. O. Wilder, Laddonia.

THE LARGEST carload of oats ever handled at Milwaukee, received recently from Waupun, Wis., contained 105,120 lbs., or 3,285 bushels.

CONGRESSMAN W. J. Cary has reintroduced his filing time bill, now known as H. R. 8823. The bill seeks to compel telegraf companies to place the filing time on all messages, a precaution taken voluntarily by the Western Union.

A BIG SAVING would result to Canadian shippers if hemp for binder twine could be grown in Alberta, Saskatchewan or Manitoba, and with that in view the industrial dept of the Canadian Pacific Ry. proposes to make extensive experiments this year. A hemp similar to that now imported from Kentucky is desired, and the experiments will determine if that quality is adaptable to any of the three Provinces.

Handling Idaho Grain.

The warehousing of grain in Idaho, where practically all grain is handled in bags, presents a problem in the matter of storage. The type of warehouse most generally used is a long, low structure, accommodating piles of from 20 to 25 bags in height. In the rush immediately after harvest the storage facilities are quickly filled. When cars are plentiful and the farmers so pressed for funds that they sell immediately, the dealer is given little worry, transferring the bags practically from wagons to cars. But if the farmers are inclined to store in anticipation of higher prices, the lack of ample storage facilities and rapid handling facilities are quickly brot to the front.

The accompanying illustration shows the Tammany grain warehouse and temporary outdoor storage of the J. Alexander Co., Lewiston, Ida. Portable elevators have been used to pile the sacks, 18 or 20 high, alongside of the railroad track, after which large tarpaulins are stretched over the top tier as a protection from the elements. These picturesque piles were photographed on Sept. 21 last, and contained 78,652 bags of wheat and barley.

The foundation of the warehouse is of heavy timbers, and the floor is five feet above the ground, or flush with a box car floor. On the side of the warehouse opposite the track a long driveway provides access to the unloading platform for the wagons of farmers. At the driveway door the sacks are weighed, five or six at a time, and delivered on hand trucks to the storage piles within the warehouse. If the grain is sold by grade triers are inserted into the bags as they are weighed.

As the country adjacent to Lewiston is extremely hilly and the roads primitive, the farmers use four or six horses to haul the grain to the Alexander warehouse, some loads containing as much as 16,000 lbs. This is packed into two wagons, one a trailer, the queer conveyance averaging one trip per day until the grain is all delivered. Tho six horses are used the roads are so steep in places that unless each of the six is a draft animal a stall is inevitable.

With three men Peter Muench, agent, is able to handle 2,100 bags per day, piling at the rate of 400 per hour. It is estimated that one man at this work will handle 650 bags per day of 10 hours, for which labor he is paid \$3. Last season it was possible, with six men, to take 4,300 bags per day from wagons, besides loading two or three cars each day. Loading into cars is done with the aid of a bag elevator, 650 bags being recently loaded by six men in 1 hour and 40 minutes.

Most of the farm land in the counties adjacent to Lewiston is still held by the Nez Perce Indians, who lease it thru agencies for the low price of \$3 or \$4 per acre, for a term of three to five years. As soon as more of this land passes into the hands of white farmers the grain dealers believe more modern methods of handling will be introduced.



Grain Piled in 78,652 Bags at Warehouse of J. Alexander Co., at Tammany, Idaho.

Michigan Dealers Meet at Saginaw

Weather considered, the midwinter meeting of the Michigan Hay and Grain Dealers Ass'n was better than well attended, Mr. Ground Hog and his bleak February winds having no effect on the 75 dealers who sallied forth in his very face to congregate in the Saginaw Auditorium Feb. 3rd.

Most of them arrived on early trains and spent the morning in the lobby of Hotel Vincent meeting old friends and telling each other how poor business has been, but everyone was optimistic as to the future.

THURSDAY AFTERNOON SESSION.

The meeting was called to order promptly at 2 p. m. by Pres. E. L. Wellman of Grand Rapids, who immediately asked the Hon. Wm. S. Linton, Pres. of the Saginaw Board of Trade, to "bid the dealers welcome."

Mr. Joe Frutchey of Cass City responded.

Pres. Wellman: "We have had few meetings of our Board of Directors this year, mainly because I have felt that we should conserve our finances as much as possible, and it has so happened that very few important things have come up which could not be handled in my office.

I notice a number of hay faces in our audience today and a very small number of grain faces, so I am going to change the order of our program a little to get the hay speeches all together. We have three men with us today, who are prepared to give you some good talks on different phases of the business, and I will first call on our mutual friend, Mr. W. I. Biles, of this city, who will tell you how to 'Sell Hay by Description Instead of by Grade.'"

W. I. Biles: "This year hay looked like a hard crop to handle and I decided early it would be extremely difficult to secure a uniform grade. Everything was off-color and the first two cars we bot were sold at a loss.

"A little later I took a trip down east to see why so many cars were being rejected and came to the conclusion that it was impossible to find a dealer who could sell any amount of hay 'on grade.' At Richmond I found 47 cars that laid there waiting for a market, until the demurrage, plus the freight, ate up the entire cost and the shippers received nothing.

"Upon my return we started selling by description, telling our buyers just as nearly as possible what we had. In this manner we eliminated the chance of having our cars rejected and up to this time have met with good success instead of losses."

Pres. Wellman next called on Mr. J. Vining Taylor, sec'y of the National Hay Dealers Ass'n, who addressed the members on "Federal Supervision of Hay Inspection," and invited all members to attend the meeting of the National at Cedar Point, July 11, 12 and 13.

A call for a rising vote of thanks for Mr. Taylor's remarks brot every dealer to his feet for a "seventh-inning stretch," after which considerable discussion arose as to the merits of the proposed legislation.

It was moved and supported that Michigan Ass'n co-operate with the Nat'l Ass'n in obtaining proper legislation.

Tracy Hubbard of Birch Run read a paper on "The Hay Market and Its Future Prospects."

Jas. Kerr of Melvin told of methods and causes of "Unfair Competition."

W. A. Bunting, Jackson, spoke of proposed legislation requiring revenue stamps on checks.

"Do you realize how much it would cost you if you had to put a 2c stamp on every check you issue? In my business I figure it would cost me about a dollar a day, or say \$300 a year. Personally, I think there are far better methods of increasing our revenue, chief among which would be the lowering of the exemption limit on the Income Tax. The bankers, of course, will support the measure because it means fewer checks for them to handle, but in my opinion, it behooves every dealer present to write his Congressman protesting against such legislation."

It was referred to the Legislative Com'ite.

A. J. Carpenter, Battle Creek: "Last year we carried over 53 million bus. of wheat and raised 1,111 million, or a total of 1,164 million. Our requirements are 684 million, based on 5 bus. per capita consumption, which will leave over 580 million for export. Allowing that we can clear fully as much as we did last year, we will still have nearly 300 million bushels on hand Mar. 1. If May wheat don't sell below 96c I'll be only too glad to buy Mr. Allen the best 'feed' he ever sat down to."

R. Z. Allen, Jackson, said:

Why Michigan Elevators Lose Business.

The elevator business is necessarily on a different basis of late years. I think in the majority of sections there is less grain handled through the elevators than was handled years back, as more of the land has been devoted to the raising of stock and to dairy interests, and some of our most successful and older elevator firms have been crowded out of business, or practically out of business, simply by not being able to adjust themselves to the new conditions. It has come to a pass, account of there being many more elevators in the state, and thus dividing the handling of the grain, that the elevator man must look for part of his profits from something more than the handling of grain and beans. He must handle coal, building products,

salt, feeds, etc. In other words, he must be alive to the different conditions and the requirements in his locality and adapt himself accordingly.

One thing that I wish to bring out, that I particularly noticed in a great many cases in going into different towns where two or more elevators were located,—and this was a question that always interested me considerably,—was that one of the elevators, while having no better equipment nor better location, would have the most of the business; and it used to be a question in my mind, the reason for this. Possibly my ideas of the reason would not be the right ones but I looked at it in this way: In a great many cases the elevator man who seemed to be getting the business was the fellow who met the farmers as though he took a little interest in them, not simply in having them deliver their grain or buy their produce of him, but in their actual business affairs, always having time to stop and talk with them for a few moments. In other words, be sort of a good fellow, and a great many times I have noticed the firms who were running behind the others were too busy to stop and talk when the farmer came in. And I noticed sometimes, too, that the business that they pretended to be so very busy about was something that actually did not demand their immediate attention. It seemed to be more of a bluff with them to appear busy before their customers, and it always seemed to me this bluff worked out the wrong way.

Other things that I noticed was that in the handling of coal sometimes their sheds were so situated that they were very unhandy for the farmers to get to and they would have their helper assist in loading, but he would make it a point not to get there until the farmer would have most of the coal loaded.

In one place, I remember, a farmer backed up his wagon for a barrel of salt. The elevator man attempted to aid him in loading the barrel and the runaway over which they should have rolled the barrel into the wagon was broken, causing them quite a lot of trouble in loading. The elevator man explained that he had been too busy to repair this, although it looked to me as though it would not have taken more than an hour's time. After he stepped into the elevator to make change, the farmer said to me that this had been broken in this way for a year, and it was the same old story of always having to lift the barrel of salt.

I speak of this only as being some of the little things that aid in getting or driving away business from an elevator.

J. C. Graham, sec'y, gave a very interesting talk on "Transportation Problems": "The Interstate Commerce Commission is an arm of Congress. It was created a people's tribunal. The railroads under law were given the right of appeal, which was denied the shippers on the ground that the Commission acts as their agent. During the last eighteen months, however, owing to decisions rendered, the people have lost a great deal of confidence in this, their Commission, and we are afraid that a bill, now pending before Congress, appointing three Senators on a Committee to go over the Rules to Regulate Commerce, if passed, will weaken the power of the Com'n and still further reduce the confidence of the shippers.

"Senator Townsend, who is recognized as the father of the Hepburn Act, is making every effort to keep the Commission on a high standard, and has a plan which he believes will keep it there. If you men would write to him, expressing your hearty co-operation, I am sure it will greatly encourage him."

Meeting adjourned after a few remarks from W. J. Orr, pres. of the Michigan Bean Jobbers Ass'n.

THE BANQUET.

The Ladies' Aid Society of the Methodist Church served an appetizing dinner at 6:45 in the Banquet Hall of the Auditorium. Music was furnished by a trio of local cabaret singers. Everybody was in the best of spirits and did full justice to the meal, after which Pres. E. L. Wellman thanked the dealers for such a large attendance and introduced John L. Dexter, of Detroit, as toastmaster.



Pres. E. L. Wellman, Grand Rapids, Mich.

Mr. Dexter, in taking the floor, read "A Few Hints on the Art of Toastmastering and Speaking at Banquets," which made such an impression that each and every speaker was "reminded of the story, etc."

Judge Emmett Beech of Saginaw addressed the dealers on "Co-operation," in which he called the attention of his audience to the "character building qualities" of an organization such as the Michigan Ass'n.

Toastmaster Dexter next called on "our mutual friend and able pres., E. L. Wellman," who, after being "reminded, etc.," said:

"The state of Michigan still has about 13,000,000 acres of undeveloped farm lands outside of the sand and swamp area, and if this were cultivated, enough produce could be raised to feed the whole state and still have 35% left for shipment. You can readily see, therefore, that we still have some great opportunities ahead of us.

"The Judge's remarks on character seemed to strike home with me. I'll venture to say that 90% of today's credit is based on a man's character and capacity, and the amount anyone can obtain, is on the strength of his reputation.

"The man who has a reputation for honest dealing and hard work, can get all the credit he wants.

"The members of our Ass'n are men of the highest integrity, who, in case of slight differences, are very glad to settle them through arbitration. Men of this caliber are bound to succeed, and I consider it a high honor to be at the head of such an organization."

Tracy Hubbard thanked the members on behalf of the entertainment com'tee and said he hoped they had all had an enjoyable time.

R. Z. Allen says, Connor is going to sing, "You never can tell where May wheat will close," by the celebrated composer, Mr. A. J. Carpenter (words to be written when "A. J." buys that big feed).

Not wishing to remind anyone of foolish bets, but May is some 30c over 96c.

After much coaxing and, incidentally, a little "rough housing," Saginaw's Caruso, Mr. William J. Connor, rendered "It's Tulip Time in Holland," and they made him come back twice. Bill says he don't know where he got the nerve, but he'll learn some good ones for the next meeting.

THE TREASURY Dep't has refunded customs duties of \$259.25 to the McCabe Elevator Co., on Canadian wheat exported; \$90 to Central Vermont Ry., American oats returned.—P.

AN EMBARGO on shipments to the United States of rolled oats, and other special products manufactured from oats, has been placed by the Canadian Pacific, Canadian Northern, and the Grand Trunk Pacific Rys.

ROUMANIA reports indicate the corporation of an Anglo-French company with \$96,000,000 capital stock, to buy up all available grain in that country. This would prevent the central powers from importing needed supplies, but what use will be made of the purchases by the Allies is not made clear.

EVERY GRAIN dealer is wealthy who has good health, a happy home life, a business or profession in which he is interested, a passion for growth and the ambition to be of service to his fellowmen. With these he has all he needs, if not all he wants, and he could not get any more out of life if he had a million dollars!

Edwin Beggs Dead.

After one year of suffering with a weak heart Edwin Beggs, Ashland, Ill., died at St. Luke's Hospital, Chicago, on Jan. 7. His affliction was known to his family and many of his friends, but none suspected it was serious. About 10 days before his death Mr. Beggs sought the advice of Chicago specialists concerning his condition, and at their recommendation entered the hospital. The demise therefore was a distinct shock to the grain trade of Illinois, of which Mr. Beggs was an active and heavily interested member.

Mr. Beggs, of whom a recent portrait is shown in the engraving, was born just north of Ashland Jan. 22, 1851, and spent his entire life as a resident of that town and vicinity. During his early years, before deciding upon the grain business as a means of livelihood, he taught public school.

The grain career of Mr. Beggs began 35 years ago at Ashland, where he started a small grain elevator. The business immediately showed signs of a gradual and healthy growth, and thru the untiring efforts of Mr. Beggs and the high business principles of the man, it developed and prospered. At the time of his death Mr. Beggs had acquired many business interests, but devoted his time principally to grain, being at the head of several grain firms. He was known principally as president of the Central Illinois Grain Co., operating 33 elevators in central Illinois with headquarters at Ashland.

Twenty-two years ago a partnership was formed with C. R. Lewis, Jacksonville, Ill., and this firm, as Beggs & Lewis, is now operating the City Elevator

of Jacksonville, together with several side lines. Similar associations were made with the firms of Lowery, Lewis & Co., Savage Station; Cleary, Lewis & Co., Markham, and other operators of grain elevators on the Baltimore & Ohio Ry., in central Illinois.

One of the more recent ventures of Mr. Beggs in the grain trade was the erection of the Central Illinois Elevator at Springfield. The house is in the northern part of the city, has the best of railroad connections, and is one of the most modern plants in the central west.

The investments of Mr. Beggs, however, were not confined to the grain trade. He was the owner of much real estate at Jacksonville, the largest piece of which is an apartment building. Large holdings of farm land were purchased in Morgan and Cass Counties, Ill., North Dakota, Minnesota and Saskatchewan, Canada, these tracts being very recently estimated as aggregating more than 10,000 acres.

But with all of his business success, Mr. Beggs lived plainly, and was always willing to contribute both time and money to the betterment of local conditions or for the benefit of those less fortunate. He was a man of sincerity and strong convictions, and loved his church, with which he affiliated early in life. All who knew him were proud to acknowledge him as a friend, in fact his popularity was so great that his friends ordered a special train from Jacksonville to Ashland on the day of the funeral. He is survived by Mrs. Beggs and eight children, two of whom, John and Frank Beggs, are at present in the grain business.

COMPARATIVELY little wheat or oats was shipped from Alberta or Saskatchewan during the last half of January, despite the fact that elevators were filled to overflowing and the bins of individual farmers loaded to capacity.

MANUFACTURERS of grain handling machinery are requested to get in touch with the Railway Commissioners of the various Australian states and with the Dep't of Home Affairs of the Commonwealth Government, as both the state and Commonwealth governments are contemplating changing the method of handling grain from bags to the more modern method of using machinery.—Commercial Attache, W. C. Downs, Melbourne.

WILD OATS, as is usual every season of the year, will grow this spring just as luxuriantly as ever if father will supply the cash, but the cultivated oats, which were wet in the shock and sprouted in the stack last summer, cannot be depended upon to sprout anywhere during the coming spring. Grain dealers who are so fortunate as to possess heavy seed oats, with high germinating power, should let their farmer friends know of it, and thereby assist them to plant an average acreage.

A KERNEL of corn containing a perfect oil painting made more than 50 years ago, has just been restored to the artist, S. T. Schultz, Camden, N. J., after an absence of 40 years. The ear of corn from which the kernel was picked, was taken from the estate of President Buchanan at the time of his death, the artist intending to paint a miniature portrait of Mr. Buchanan. In this he was unsuccessful, but he substituted a winter landscape, with wind mill, mountains and chalet perfectly executed.



Edwin Beggs, Deceased, Ashland, Ill.

Seeds

SPRINGFIELD, KY.—B. D. Lake & Co. have discontinued business.

BENTON, KAN., Jan. 29.—Not much kafir marketed so far.—L. M. Camp.

THE DEPOSIT Seed Co., Deposit, N. Y., has completed its new seed warehouse.

KAUFMAN, TEX., Jan. 28.—We have plenty of seed oats in this vicinity.—A. Miles & Co.

MANITOWOC, WIS., Jan. 7.—We probably will not build during 1916.—Manitowoc Seed Co.

CHICAGO, ILL.—The American Seed Trade Ass'n will hold its annual meeting at this city June 20-22.

A BILL, S 11, to regulate the sale of seeds has been introduced in the New Jersey senate by Senator Ackerson.

KANSAS CITY, MO.—The J. G. Peppard Seed Co. has installed a Richardson Automatic Floor Portable Bagging Scale.

LUKES, SHANNON & Hickey, seed firm of Oklahoma City, Okla., has filed articles of incorporation, showing capital stock of \$12,000.

THE PERRYSBURG Grain & Seed Co., Perrysburg, O., has been incorporated by Wm. Comstock and others, with \$25,000 capital stock.

WISCONSIN'S 1915 clover seed crop amounted to 301,000 bus., or 73% of a full crop, compared with 88% in 1914 and 92% in 1913.

CHAS. G. ALEXANDER, Philadelphia, Pa., has been selected as chairman of the Com'ite on Seeds, Philadelphia Commercial Exchange.

ATLANTIC, IA.—C. E. Malone has engaged in the mail order seed business, specializing on seed corn, in which he enjoys a reputation.

KENTUCKY has three seed bills in the legislature referred to the com'ite on agriculture, introduced by Senator Lewis, and Representatives Smith and McMurray.

GALESBURG, ILL., Jan. 27.—I have sold my elevator at Libertyville, Ia., and started a new business here, where I am in the market for clover, alfalfa and rape seed.—Clyde Morley.

THE WHITNEY-ECKSTEIN Seed Co., Buffalo, N. Y., has registered the words "Frontier" and "Herald" as trade-marks descriptive of its field seeds, claiming use of the terms since October, 1914.

PARCEL POST zone rates for seeds as provided in Rep. Anderson's bill, H. R. 636, will not be made effective, as Mr. Anderson has withdrawn his bill, which was objectionable to the seed trade.

INVESTIGATION of seed corn conditions in Jackson County, Mich., has developed that only 40 bushels in the entire county is fit for seed purposes and the farmers are being urged to import seed of good quality.

PEARL MILLET is being sold at \$5 per pound under the alluring name "Wonder Forage Plant" by a fakir alleging that its nutritive value was superior to any other. Tests by the Minnesota State Seed Laboratory exposed the fraud.

SALT LAKE CITY, Jan. 29.—We look for no demand for seed oats or barley for some little time. We are handicapped at present by the congestion of the railroads, which are not able to supply cars to fill our orders.—Bailey & Sons Co.

H. J. CARRAWAY, Columbia, S. C., has been made general manager of the Carolina Seed Co., Hamlet, N. C. The company was recently incorporated with \$50,000 capital stock, to conduct a general field seed business in the Carolinas.

ST. LOUIS, MO., Jan. 29.—Beans are scarce, especially the green, podded variety. Wax beans almost a total failure, some growers not even getting back the seed stock. We look for a brisk business this spring.—St. Louis Seed Co.

CURTIS NYE SMITH, rep. the American Seed Trade Ass'n, appeared before the House Com'ite on Weights and Measures Jan. 20 offering amendments to the bill introduced by Rep. Dillon to establish federal standards of weights per measured bushel.

THE FIRST PREMIUM and a gold medal were awarded to Wallace Bros., of Bay Shore, Mich., for the best oats, a peck from a 10-acre field that yielded 954 bus. last season, at the Fifth Annual Seed Exhibition of the Michigan Experiment Ass'n, Lansing, Mich.

USE of the cental system beginning Jan. 1, 1917, was recommended to members in a resolution adopted Jan. 7 by the executive com'ite of the American Seed Trade Ass'n, all quantities to be stated in pounds and 100 lbs., doing away with quarts, pecks and bushels.

VIRGINIA seed dealers visited Richmond Feb. 2 to protest against the law requiring dealers to guarantee the germination of seed, without imposing the same \$25 penalty upon dealers outside the state who ship in. The com'ite of the legislature promised the seed dealers some relief.

OTTAWA, ONT., Jan. 20.—Total yield of flaxseed in Canada for 1915 was 10,628,000 bus.; compared with 71,175,200 for 1914. In the provinces of Manitoba, Alberta and Saskatchewan the yield for 1915 was 10,559,000 bus.; compared with 7,083,000 bus. in 1914.—Census & Statistics Office.

IMPORTED CLOVER seeds will play an important part in that trade from now on until seeding time, the supply of home grown seed being very deficient. The quantity imported is large, but not up to orders placed, which can not be filled, owing to shipping conditions.—Baltimore Price Current.

PROF. H. L. BOLLEY, Pure Seed Commissioner of North Dakota, in a recent address at Fargo, before the Improved Seed Growers' Ass'n, gave a general talk on seed inspection and results of the pure seed law, outlining the work of the seed dept and the troubles encountered in the early days of seed inspection.

MULBERRY, IND.—For two loads of clover seed hauled in at one time by a farmer we recently paid \$905.65, a new record here, and the two could have been hauled in one wagon had the roads been good. This was old seed that was of very good color on account of having been buried in a bin of oats.—Jay Grain Co.

THE CONGRESSIONAL free seed distribution was condemned at the recent meeting of the Michigan Experiment Ass'n at Lansing, as a waste of valuable seeds sent to persons who have no use for them; and the Michigan congressmen were requested to distribute farm seeds only to such persons as are recommended by the experiment station.

NAVY, medium or kidney beans, and dry peas intended for use as human food, are customarily sent by growers to ele-

vator where those beans which are filthy, decomposed or putrid are eliminated. It has been represented that in the process of sorting nearly all moldy or musty beans are removed, but that it is not practicable to remove all beans which are slightly decomposed. The Dep't has not recommended the seizure of beans which are as free from moldy or musty beans as they can be made by hand picking, and has not recommended the seizure of field-run beans, shipped from one state to another, there to be cleaned and picked before being prepared as human food.—C. L. Alsberg, chief, Bureau of Chemistry, United States Dep't of Agriculture.

CLOVER SEED will show a big shortage in the Province of Ontario this year. In normal years 50% of the yield is exported, but the 1915 crop is not equal to half the demand, and that which has been produced is of poor quality, mixed with weed seeds. No alfalfa was grown, and very little timothy. Alsike, however, was practically a normal crop. Seed corn is also an uncertainty as more than half comes from the same source as the clover seed and harvesting conditions there have not been good. Oats were of an unattractive shade when harvested and the same is true of barley. Peas, beans and rape seed is unusually scarce and growers must obtain supplies from outside sources.—C. H. Clark, Dominion Seed Commissioner, Ottawa, Ont.

From the Seed Trade.

SALINA, UTAH.—We grow alfalfa and white blossom sweet clover only, and the acreage will be 25% heavier than last season. Last season's crop was extra good; none in the hands of growers, most having been shipped east and to California; remainder in hands of strong local seed houses. We will have 4 to 6 cars to spare. None was held over from the previous season.—Sevier Valley Merc. Co.

TOLEDO, O., Feb. 3.—October clover seed has started its nine months' journey. Will the bears or the bulls discover a gold mine? Start was \$9, highest on record with one exception. In 1912 when March was selling around \$14, October seed started at \$9. Low point usually occurs early and high late. There are some exceptions. October seed means new crop. It depends chiefly on the weather but will probably sympathize some with near futures. October seed has sold below \$8 early every year but one.—C. A. King & Co.

OSHKOSH, WIS., Feb. 2.—The crop of alsike, timothy, red and white clover, grown in this locality last year was only 60% of normal and the quality and color of the clover was not as good as usual. Quality of the timothy grown was good, 90% being clean, bright seed. No seed will be held over by growers for speculation, as high prices have brot in all seed throught this locality. Prospects are that the usual acreage will be sown this season. The winter thus far has been hard on clover and winter grains, greatly damaging the stand.—G. L. Born, vice-pres., Wisconsin Seed & Fertilizer Co.

TOLEDO, O.—The clover seed market was a big affair last week. Biggest trade of the season. Monday March sold \$11.72½, then prices advanced steadily till market went through \$12.00 and shorts became nervous. Probably some new cash business was worked and some hedges came off. Then market ran into some stop loss orders, the combination carrying prices quickly upward. Cash and February lead the procession and advanced faster than March. Some February shorts

became alarmed and pressed matters to get out. Bulls took advantage of the situation and some accepted profits on seed bought near \$11.50. Some new bulls came in too. They would not buy last month when things were easier, but made up their minds simultaneously and hit the groove together. April seed became very active this week, large trade around \$11.00. Low price compared to March attracts the buyers. Season may be over by April with possible surplus furnishing the selling incentive. October, or seed of the next crop, cast its hat in the ring this week. First sale at \$9.00, then a break. Became remarkably active for so new a start. Sellers say it's not likely we'll duplicate last season's failure.—J. F. Zahm & Co.

Grading Seed Oats.

The idea that oats run out and that it is necessary to get new seed every few years is quite common, but it is not justified by the facts. There is no reason why a good variety of oats should not be just as good twenty years from now as it is now, if care is taken to keep it pure. The seed should be cleaned and graded each year, taking out the weed seeds and the small kernels. It should also be treated for smut at least once in two or three years. If the seed is of good quality it will not pay to run it through the fanning mill more than once, to take out the small kernels and weed seeds. If the seed is poor or very weedy, running it through a second time and taking out two-thirds or more of the grain is well worth while.

The reason it is best to take out the small kernels is that they do not make as strong plants as the large ones. The weak plants from these small kernels usually produce little grain. If the kernels that are sown are all of about the same size the plants will be uniform, the crop will all ripen at the same time, and the yield will be better.—U. S. Dept. of Agri.

Clover Seed Movement in January.

Receipts and shipments of clover seed at the various markets during January, 1916, compared with January, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	980,000	1,773,000	1,125,000	1,197,000
Toledo, bags	5,177	8,137	4,023	8,870
Cincinnati, sacks	1,314	5,531	1,780	4,426

Timothy Seed Movement in January.

Receipts and shipments of timothy seed at the various markets during January, 1916, compared with January, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	1,431,000	3,050,000	1,892,000	2,565,000
Cincinnati, sacks	71	5,009	854	2,514
Toledo, bags	1,076	4,745	501	934
New York, bags	2,248	.....	547	.....

Flaxseed Movement in January.

Receipts and shipments of flaxseed at the various markets during January, 1916, compared with January, 1915, were, in bushels, as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
New York	6,140,000	.....	.....	.....
Duluth	463,734	259,239	18,261	98,973
Winnipeg	132,250	301,350	.....	.....
Chicago	36,000	31,000	.....	8,000
Kansas City	1,000	10,000	1,000	2,000

Federal Pure Seed Bill.

Senator Asle J. Gronna, of North Dakota, has introduced S. 578, a bill to prohibit the shipment across state lines of impure seeds, which has been referred to the Com'te on Agriculture and Forestry. It provides:

That the shipment for seeding purposes from one state into another state of seeds of alfalfa, barley, Canadian blue grass, Kentucky blue grass, awnless brome grass, buckwheat, clover, field corn, kafir corn, meadow fescue, flax, oats, millet, orchard grass, rape, redtop, rye, sorghum timothy, wheat, or any other cereal or grass seeds, or any vegetable seeds or flower seeds, or mixtures of seeds containing any of such seeds as one of the principal component parts, which are adulterated or unfit for seeding purposes under the provisions of this Act, is hereby prohibited; and the Sec'y of Agriculture shall make such rules and regulations as will prevent the shipment of such seed. Provided, That this Act shall not operate to prohibit the shipment of seeds for the purpose of cleaning them before offering them for sale, but such shipments shall be made in accordance with and be subject to such regulations as the Sec'y of Agriculture may deem necessary to prevent the misuse of this privilege; and the Sec'y may, if he considers it advisable, demand of the owner or consignee a bond that such seed, before it is offered for sale, will be cleaned to the standard of purity specified in this Act or such standard as may subsequently be established by the Secretary of Agriculture under the provisions of this Act; and such bonded seed shall not be released until the screenings and other refuse shall have been disposed of in a manner prescribed by the Sec'y of Agriculture.

Sec. 2. That seed shall be considered adulterated within the meaning of this Act—

First. When seed of red clover contains more than 3% by weight of seed of yellow trefoil or any other seed of similar appearance to and of lower market value than seed of red clover.

Second. When seed of alfalfa contains more than 3% by weight of yellow trefoil, burr clover, and sweet clover, singly or combined.

Third. When any kind or variety of the seeds, or any mixture described in section one of this Act, contains more than 5% by weight of seed of another kind or variety of lower market value and of similar appearance: Provided, That the mixture of the seed of white and alsike clover, red and alsike clover, or alsike clover and timothy, shall not be deemed an adulteration under this section.

Sec. 3. That seed shall be considered unfit for seeding purposes within the meaning of this Act—

First. When any kind or variety of clover or alfalfa seed contains more than one seed

of dodder to five grams of clover or alfalfa seed, respectively.

Second. When any kind or variety of the seeds or any mixture described in section one of this Act contains more than 3% by weight of seeds of weeds.

Third. When the percentage of germination of any of the seeds or mixtures described in section one of this Act is less than 90.

Sec. 4. That the Sec'y of Agriculture shall have the power after proper investigation to prescribe additional standards of purity and viability, superseding those specified in sections two and three of this Act, but such standards shall in no case be lower than those specified in sections two and three.

Sec. 5. That any person or persons who shall knowingly violate the provisions of this Act shall be deemed guilty of a misdemeanor, and, upon conviction, shall pay a fine of not exceeding \$100 and not less than \$10 for each offense: Provided, That any person or persons who shall knowingly sell for seeding purposes seeds or grain transported in violation of this Act shall be deemed guilty of violating this Act.

J. B. Magee Dead.

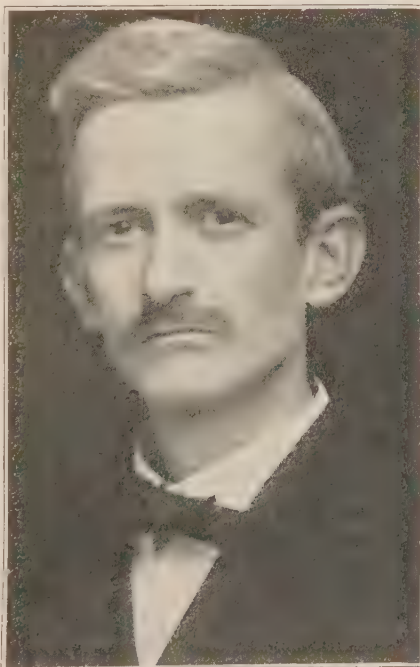
J. B. Magee, head of the Magee Grain Co., Cairo, Ill., died on Jan. 25 after a prolonged illness, which started two years ago with an attack of pneumonia. This was followed by a nervous breakdown, from which he never fully recovered. Mr. Magee's popularity in Cairo made it impossible to hold the funeral from his residence. The remains lay in state at the Elks Club Rooms, and the Masonic Order took charge of the funeral, the grain men of Cairo and surrounding towns attending in a body.

Mr. Magee was considered a leader in the Cairo grain trade, and it was largely thru his untiring efforts that his city is so prominently on the grain trade map. He was born at New Albany, Ind., Jan. 9, 1868, moving to Cairo with his parents while still only a boy. In 1883 the Magee family was forced, with many others, to leave the city owing to high water, but two years later they returned. In the meantime, however, Mr. Magee had started his business career, finding employment in the offices of the Pennsylvania Ry., at New Albany. At the first opportunity he joined his parents at Cairo, entering the local office of the Cotton Belt Ry. From that time on his advancement in railroad work was rapid and he was called upon to hold positions at various times in St. Louis and the states of Arkansas and Texas.

His entry into the grain business was made in the summer of 1890. While spending a brief vacation at Cairo he was offered a position with the H. L. Halliday Milling Co., which he accepted. Twelve years later Mr. Magee organized, with W. A. Redman, the Redman-Magee Grain Co., erecting an elevator in the northern part of the city. Upon the death of Mr. Redman in 1910 the name of the company was changed to the Magee Grain Co., Mr. Magee acquiring the interests of his former partner.

His wide experience in railroad matters was a valuable asset in the grain trade, and Mr. Magee was considered the best posted man in his section of the state on the question of rates. His judgment was sought in all circles in which he mingled, and his advice and counsel was always gladly given. Associations and association work found in Mr. Magee an ardent supporter and his willingness to co-operate with every movement which might improve grain trade conditions, whether local, state or national, made him valuable as a member.

Mr. Magee is survived by his wife and one daughter, but his family is not alone in mourning his loss. It is keenly felt thruout the entire grain trade.



J. B. Magee, Deceased, Cairo, Ill.

Grain Carriers

A LINE 300 miles long from Watertown, S. D., north into Canada is planned by the M. & St. L. R. R. Co.

UNDERBILLING 10 shipments of hay to Louisville led to a fine of \$250 recently upon a shipper in the federal court at Columbus, O.

THE PENNSYLVANIA RY. has arranged for the building of a branch from Indianapolis to Frankfort, Ind. Grain will be the principal freight.

GRAIN RATES from Illinois stations via Peoria are scheduled for hearing at Peoria on Feb. 24 before the Interstate Commerce Commission.—P.

A RAILWAY from Garden City, Kan., northeast 163 miles to Stockton is to be built by the recently organized Garden City, Hastings & Omaha Railroad Co.

THE INTERSTATE Commerce Commission has approved the rates on grain from points in Minnesota, North Dakota and South Dakota to Duluth and other Great Lakes points.

NINE CARLOADS of wheat were dumped into a swamp near Elba, Okla., Jan. 20, when a freight train on the St. Louis, Iron Mountain & Southern Ry. ran into a defective rail.

THE EMBARGO of the Lehigh Valley Ry. has been modified to permit the acceptance from connecting lines at Buffalo, of all rail grain in bulk, other than corn, for export via New York.

A BRIEF has been filed with the Interstate Commerce Commission by the Trans Mississippi Grain Co. against the grain rates of the C., B. & Q. Ry. from Iowa to St. Louis.—P.

THE CHESAPEAKE & Ohio Ry., on Jan. 25, placed an embargo on all grain for export from Newport News, this being subsequently raised to permit shipments of wheat, corn and barley.

THE ERIE RY. has modified its embargo to permit the acceptance of carload freight for export via the port of New York, exclusive of all-rail grain, other than corn, via Undercliff or Edgewater.

COLLECTION OF FREIGHT bills by a joint collection agency instead of by the individual roads as at present is opposed by large Chicago shippers as the overcharges would not be so quickly adjusted.

GRAIN ELEVATORS at Arnold, Kan., have been forced by the scarcity of cars to refuse more grain from the farmers, and on Jan. 24 growers were compelled to haul more than 1,000 bushels back to the farms.

THE INTERSTATE Commerce Commission has scheduled for hearing at Kansas City on Feb. 17 the cases of the Norris Grain Co. vs. the I. C. Ry., and the Kornfalfa Feed Milling Co. vs. the Santa Fe Ry.

GALVESTON TRACKS and sidings on Jan. 29 contained 3,000 carloads of wheat, the equivalent of 4,000,000 bus., waiting to be unloaded. Besides that grain 1,500,000 bus. were in the elevators waiting for transfers to vessels.

A BRIEF has been filed with the Interstate Commerce Commission by the Ann Arbor Railroad in the case brought by the Chicago Board of Trade involving the construction of the rate rule in the Chicago district on grain and grain transit tariffs.

FURTHER EMBARGOES on grain were announced Feb. 4 by the Pennsylvania Ry., to Baltimore; the Chesapeake & Ohio to Newport News; the Rock Island to New Orleans, and by the Erie, on coastwise traffic, to New York.

THE PENNSYLVANIA RY. has removed its embargo on grain for export, except corn, at the port of Baltimore. Corn will be accepted from points on the Pennsylvania system, or when originating on the New York Central west of Buffalo.

RECENT JUDGMENT entitles shippers on the Canadian Northern Ry., at Port Arthur, to make shipments to Grand Trunk points in eastern Canada over the Canadian Northern, at the rates formerly charged by the Canadian Pacific Ry.

REFUNDS of overcharges on wheat have been ordered by the Interstate Commerce Commission from the Rock Island of \$9 to Kemper Grain Co., of Kansas City; \$1.76 to E. L. Rogers Co., of Philadelphia; and \$17 to Pennock & Brossius.—P.

A COMPLAINT has been filed with the Interstate Commerce Commission protesting against rates to Arkansas points and asking that milling-in-transit privileges be granted on direct line traffic destined to Rock Island stations in Arkansas.—P.

A REDUCTION of the rates from Illinois into St. Louis as compared with the lower rates into East St. Louis is sought by the St. Louis Businessmen's League, on whose complaint a hearing is now being held at St. Louis by the Interstate Commerce Commission.

W. H. MERRITT and E. L. Merritt of Chicago, on Jan. 31 pleaded not guilty before Federal Judge Landis, to the charge of accepting rebates from the Pennsylvania Lines. The case of B. A. Eckhart of the B. A. Eckhart Milling Co. was continued until Feb. 21.

THE BURLINGTON RY. is endeavoring to relieve its car shortage in Nebraska by sending 1,000 box cars into that state. Most western railroads are placing responsibility for the scarcity of cars on eastern lines, which they say, refuse to promptly return western equipment.

SUIT for the recovery of \$14,000 has been filed by the Illinois Central Ry. against the Paul Kuhn Grain Co., Evansville, Ind., alleging that thru error it allowed elevator charges on grain shipped to Kentucky, Tennessee and Mississippi points for 10 months ending Jan. 31, 1913.

THE INTERSTATE Commerce Commission has suspended until May 24 the effective date of tariffs filed by the Santa Fe and other carriers proposing cancellation of joint rates on grain products from Missouri River points, when originating beyond, to Newport News and other ports.

THE ROCK ISLAND, Santa Fe, and other railroads have applied for an injunction restraining the Oklahoma Corporation Commission from enforcing its new schedule of freight rates, recently effective, alleging that the new rates do not allow them a reasonable return on their investment.

A READJUSTMENT of rates on grain from Hillsdale, Mich., to New York City is asked of the Interstate Commerce Commission by millers of Hillsdale and Litchfield, Mich. It is contended that the rate from Minneapolis to New York on wheat over the C. M. & St. P. Ry., and connections, is 26c per 100 lbs., while from Litchfield to New York, a considerably shorter haul, the rate is 26.7c per 100 lbs.

A PETITION has been filed with the Interstate Commerce Commission by C. P. Blackburn & Co., J. T. Fahey & Co., Gill & Fisher, Hammond, Snyder & Co., and the Norris Grain Co., Baltimore, asking for settlement of loss and damage claims on grain refused by railroads serving Baltimore.—P.

KANSAS RAILROADS have asked the State Public Utilities Commission to increase the minimum weight on carloads of grain products from 24,000 to 40,000 lbs., and a hearing of the case has been set for Apr. 6 at Topeka. In a former petition the railroads asked that the minimum be fixed at 60,000 lbs.

THE EMBARGO on corn from points on the B. & O. and the B. & O. S. W. Rys., for export thru Baltimore, was removed on Jan. 28. This removal supplemented the partial lifting of the embargo on Jan. 17 and opens the port of Baltimore to all shipments of export grain over the Baltimore & Ohio lines.

A DENSE FOG over the waters around New York has caused an accumulation of freight on the Pennsylvania Ry., and on Jan. 27 the road was forced to again embargo freight to that port. The order of the railroad says that 25,000 carloads of freight are now on the road destined to points east of Trenton, N. J.

THE PENNSYLVANIA Ry's embargo against corn was modified on Jan. 27 by the following order: Corn in bulk, for export, originating at Canada Southern Line points on New York Central Lines, and points on the Toledo, St. Louis & Western Ry., at East St. Louis or east thereof, routed via the Empire line, may come forward as usual.

THE INTERSTATE Commerce Commission has found the proposed increased rate on broom corn from East St. Louis, Ill., to Cincinnati, O., over the C. C. C. & St. L., Southern, B. & O. and Vandalia Rys. justified, and the orders of suspension have been vacated. The Commission also found the proposed increased rate on broom corn from East St. Louis, Ill., to Frankfort, Ky., over the Louisville & Nashville, justified, vacating the order of suspension.

TWELVE TRAINS of grain, a total of 350 carloads, passed thru Fort Wayne, Ind., over the Pennsylvania Ry. during the last week of January. The grain was en route from points in the central west to Hoboken, N. J., for export, and had been shipped to Chicago over various lines. There it was transferred to the Pittsburgh, Ft. Wayne & Chicago, instead of to the Panhandle lines, as intended, due to the large amount of business on the southwestern system. This is the first time in many years that such action has been necessary.

THE INTERSTATE Commerce Commission has ordered the following refunds on grain shipments: Midland Continental Ry., \$69 to W. B. S. Trimble Co., wheat from North Dakota to Minneapolis; C. R. I. & P. Ry., \$2.13 to El Reno Mill Co., wheat from Nebraska to Oklahoma; I. C. Ry., \$4.50 to Flanley Grain Co., Sioux City, Ia., corn from Iowa to Missouri; Erie Ry., \$11 to O. Gandy & Co., South Whitley, Ind., grain from Indiana to Pennsylvania; C. R. I. & Pac., \$64 to E. Rothschild Grain Co., Atlantic, Ia., corn from Iowa to Missouri; B. & O., \$327 to Quaker Oats Co., grain from Ohio to various points.—P.

THE SWEETNESS of the $\frac{1}{8}$ better track bid never obliterates the bitterness of low grades and heavy discounts.

Ball Bearings Save Oil and Power.

BY F. E. MCDANIEL.

A house mover can move a tall brick building along a city street by putting it on rollers. The same weight even on greased skids could not be budged with several times the power. The secret lies in the substitution of rolling friction for sliding friction. The great ease in movement gained by the use of ball bearings is appreciated by everyone who has had an opportunity to run a machine by hand power, after a ball bearing has been substituted for a plain bearing. Roller skates, bicycles and grindstones are familiar examples.

At first it was thought that ball bearings having a small point of contact would not stand up under a heavy load; but the improved ball bearings of recent design contain numerous balls, providing many points of contact and the surfaces are so hard that they are not marred in service. Ball bearings have been applied successfully to receiving grain separators, grain scouring machines, hullers, grain cleaning machines, large oat clippers, smut machines, roller mills and on the fan shafts of cleaning machines.

In attrition mills the grain being held between two disks creates an end thrust on the shaft that would result in great loss of power by friction, but for the use of a ball bearing. Ball bearings have been known to save 25 to 60 per cent of the power when applied to attrition mills. As the ball bearings show no appreciable wear after long service the disks maintain their tramming position. A ball bearing attrition mill in an actual test ground 52 per cent more grain with the same power than an identical mill equipped with ring oiling plain bearings.

In the improved ball bearings the balls travel at will over the entire broad surface of a ring, the inner surface of which is ground radially so that every point is equidistant from the center of the bearing, with the result that the balls operate at their highest efficiency even when the shaft is entirely out of line. A line of shafting equipped with ball bearings thus can be operated for years with the bearings so badly out of line that if the bearings were of the ordinary rigid type the plant would have had to be shut down immediately to prevent fires from hot boxes.

For several years the grain and mill mutual fire insurance companies have been advocating the use of ball bearings on wheat cleaning and other machines. A common cause of fire is the fan shaft on grain cleaning machines, and the fans take 85 per cent of the power required for milling and receiving separators, showing the great saving effected by the use of the frictionless ball bearing.

Besides fire caused by friction, plain bearings drip oil on the machinery and into heaps of dust, inviting spontaneous combustion. Ball bearings do not drip oil, require no oil pans on the floor and are mounted in sealed housings that keep out dust. They do not require oiling and inspection every day nor once a week; once in three or four months is sufficient. After ball bearings have been installed the man employed to oil bearings can be put at more profitable work.

From an insurance standpoint the great value of ball bearings is shown by the report of John Hoffa, chairman of the insurance com'te, to the Pennsylvania Millers State Ass'n convention, that the aggregate fire loss caused solely by hot boxes in elevators and mills during three years had amounted to over \$1,000,000.

It has been found that the saving in belts and oil thru the introduction of ball bearings will pay for the bearings in a single year.

On a line of shafting operating at 300 revolutions per minute under an average load of 840 lbs. per bearing the saving of power by introduction of ball bearings was found to be 64%. The saving of power is so great that often when it is desired to put in an additional machine to increase the capacity it can be done without installing a larger engine, by simply changing from ordinary to ball bearings.

To guard against hot boxes it is not considered safe to run shafting on ordinary bearings faster than 100 to 400 revolutions per minute, but with ball bearings line shafting may be run at speeds as high as 600 to 1,000 revolutions per minute. Thus the same amount of power can be transmitted with a much smaller shaft and smaller pulleys, making a considerable saving in the cost of pulleys.

I WOULD NOT be without the Grain Dealers Journal.—Peter Schulte, Schulte, Kan.

I CANNOT get along without the Grain Dealers Journal.—W. H. Marks, Mendota, Ill.

HOOKE, KAN., is said to have 80,000 bus. of wheat piled on the ground because the elevators are full and it is impossible to obtain cars.

OF COURSE I have to have the Grain Dealers Journal to help me succeed in the grain business.—C. E. Stumbaugh, mgr. Abingdon Grain Co., Abingdon, Ill.

THE GRAIN GRADES ACT, as amended by Rep. Rubey and introduced Jan. 29 as H. R. 10405, is substantially the same as H. R. 4646 published in the Grain Dealers Journal Dec. 25, pages 936-937. The sentence in Sec. 4 providing that the Sec'y of Agriculture may permit variations from the standards has been eliminated, and inserted into Sec. 2 as "the Sec'y of Agriculture shall have power to alter or modify such standards whenever the necessities of the trade may require." The penal Sec. 9 is strengthened. Sec. 5 is changed to require the issuance of a certificate of grade before the grain can be represented to be of that grade.

A Hustling Kansas Dealer.

M. P. Thielen, Lucas, Kan., operates an 18,000 bu. capacity elevator on the Union Pacific Ry. In the winter, when the roads are often deep with snow, making it impossible to haul grain, he devotes his energies to selling coal in Lucas. During the summer, and until harvest of the new crops, he travels about Russell County selling a popular make of automobile, for which he holds an agency.

Naturally the elevator of a man accustomed to activity regardless of season, must be of the most modern type. Its storage room is made up of nine bins. Equipment includes elevator leg of 1,600 bus. per hour capacity, two dumps, Richardson Automatic Scale, and a 5 ton wagon scale.

Power is derived from a 10 h.p. gasoline engine, located in a 14x14 foot power house, adjacent to the elevator, transmission from the jack shaft to line shaft in cupola being by rope with a friction clutch cut-out. Last season 175,000 bus. of wheat and 10,000 bus. of corn were put thru the plant, and it is expected that the present crop year will show a slight increase over these figures.

Mr. Thielen is an ardent advertiser. He is proud of the business in which he is engaged and is a booster for his community. This spirit is even manifested in his stationery, the upper half of the Thielen letterheads being devoted to a large engraving of the plant, while surrounding the cut letters of gilt tell of his specialties. The envelop contains three boosts, a large engraving of a wheat field on the address side calling attention to Kansas as a wheat state, and the reverse giving the good points of Russell county, and Lucas in particular.

Mr. Thielen's latest advertising idea is a pennant of bright red advertising turkey wheat as a specialty.

A MOVING PICTURE lecture, covering practically every branch of the grain trade, was delivered recently by Bert Ball, Sec'y, Crop Improvement Com'te, Chicago, before the Cooper Union of New York. More than 800 interested members of the People's Forum were in the audience.



M. P. Thielen Grain Co.'s Elevator at Lucas, Kan.

Grain Trade News

ARKANSAS

Danville, Ark.—The Union Lumber & Grain Co., of Oklahoma, will build a large grain plant soon. Temporary quarters have been established.

Little Rock, Ark.—The grain com'tee of the Board of Trade met Jan. 20 and voted to form the Little Rock Grain Exchange, which will be incorporated later. Dan Daniel was appointed temporary chairman and August Probst will act as temporary sec'y. Memberships in the exchange were quoted at \$60. C. E. Munn and Joe Daniels were chosen on the com'tee on markets and quotations and Guy H. Williams and J. C. Hayes on the com'tee on constitution and by-laws.

CALIFORNIA

Pleasanton, Cal.—Grain growers are discussing the advisability of the erection of an elevator here.

Sacramento, Cal.—The Phoenix Mfg. Co., operating an elevator here, has built a new fireproof building in connection.

San Francisco, Cal.—Offices in the Merchants Exchange Bldg. have been opened by Dunlap, Morgan & Co., of Los Angeles, with T. E. Morgan in charge.

Gridley, Cal.—An elevator for the handling of rice and other grains is not contemplated at this place. An article advocating the plan appeared in a local newspaper, but met with no encouragement.—Gridley Warehouse.

CANADA

Cadillac, Sask.—The State Elevator Co. will build a 40,000-bu. elevator at this place.

Glencoe, Ont.—McAlpine Bros. have succeeded Gilbert McAlpine at this place. Mr. McAlpine retiring on account of illness.

Davidson, Sask.—An addition will be built to the elevator of the Canadian Elevator Co. and the plants of the North Star Elevator Co., and the British American Elevator Co. will be enlarged.

Huxley, Alta.—The elevator of the United Farmers Ass'n, containing about 25,000 bus. of grain, was totally destroyed by fire recently. Mr. Cady was mgr. of the elevator, which was insured, according to report.

Toronto, Ont.—At the annual meeting of the grain section of the Board of Trade on Jan. 21, J. T. Melady was elected pres., John Phillips, vice-pres., and F. D. Tolchard, sec'y-treas., for the ensuing year.

Calgary, Alta.—About 150 elevators will be built in this province during the coming spring and summer according to recent report. The Alberta Farmers Co-operative Co. is planning the erection of from 20 to 30 new houses.

Strathroy, Ont.—A considerable loss was sustained Dec. 27 when the west wing of the 150-bbl. mill of R. M. Pincombe burst, letting out about 5,000 bus. of wheat, some of which fell into the river. As the building was old it is thought that some of the timbers rotted.

St. John, B. C.—Report states that \$2,000,000 may be diverted from the present operations in Courtenay Bay harbor works for the erection of elevators by the government at Ballast wharf, at the mouth of the bay. The matter is under consideration, but no definite plans have been made.

Carseland, Alta.—Homer E. Kinney, grain buyer, is charged with stealing 200 bus. of oats belonging to the Alberta Pacific Grain Co., Ltd., and with obtaining \$68.95, by false pretenses, from the same company, and \$107.65 from the Alberta Farmers Elevator Co. He is also charged with obtaining \$49.90 from the Alberta Farmers Elevator Co. while at Hardisty.

Swift Current, Sask.—Work is progressing on the new 40,000-bu. elevator of the State Elevator Co., of which G. R. Hutchison is inspector. The company will build another elevator at Cadillac.

Conquest, Ont.—Frederick M. Jones, an employe of the Imperial Elevator & Lumber Co., who absconded from this city last year with \$11,000, was convicted Jan. 17 in Saskatoon, on 6 charges of forgery.

Pt. Arthur, Ont.—Davidson & Smith have let contract for a 1,000,000-bu. reinforced concrete annex to their elevator to Barnett & McQueen. Work will be started in the spring on the building which will consist of 54 tanks constructed in threes and a marine leg with an unloading capacity of 18,000 bus. per hour.

Montreal, Que.—The following officers of the Corn Exchange were elected Jan. 26 for the year 1916: Thos. Williamson, pres., T. H. Reeves, treas., J. R. Binning, A. Geo. Burton, H. D. Dwyer, Paul B. Earle, C. B. Esdaile, E. S. Jaques, com'tee of management, and Jas. Carruthers, chairman. W. I. Gear, Edgar Judge, Alex. McFee, A. P. Stuart and A. C. Thomson, board of review.—J. Stanley Cook, sec'y.

Ft. William, Ont.—The Board of Grain Commissioners of Canada held a meeting in this city recently to discuss the difficulties which have arisen in the grain trade on account of the congestion of freight west of the lakes. As a result of the meeting the following proposal was submitted: "The proposed system requires, to begin with, that there be appointed somehow one agent, who shall receive all orders for cars from the trade, the orders, of course, to be accompanied by the proper surrenders, and that no order be considered that is not filed with this agent." It was officially announced at a later meeting that the Lake Shippers Ass'n would regulate shipments all rail from the lake terminals to the seaboard. All documents for the shipment of grain will be turned in to them and daily the 3 railways will notify them of the cars they can handle, and the Lake Shippers will notify the elevators of the number each may hold daily and the railways as to where to place their available cars. In this way every car going out will be loaded to capacity and every day the full loading and moving capacity of the railways will be utilized. The hospital elevators, having storage capacity will be an exception to the rule. The only control the Lake Shippers will have over them is as to percentage of cars they are to receive. The percentage is to be agreed to by the trade, and the Lake Shippers are to see that they get that share and no more; then the hospital elevators, of which there are 12, are to get together and decide among themselves as to the division of their percentage of cars. Representatives of the 3 railways at the close of the meeting adopted a resolution appointing the Lake Shippers Clearance Ass'n their official car agents for the furtherance of the plan.

WINNIPEG LETTER.

The Farmers Club Grain Co., Ltd., incorporated; capital stock, \$50,000.

W. Martin, of Clark & Martin, grain dealers, is on his way to England with his brother, S. Martin, who intends to join the English army.

The offices of the board of grain commissioners in this city have been closed and W. D. Staples, commissioner, has returned to the headquarters at Ft. William.

Andrew Kelly, pres. of the Western Canada Flour Mills Co., has assumed the management of the company for the present, as no successor to S. A. McGaw, who resigned last month, has been appointed.

Gordon Williams, mgr. of the Western Grain Co., was presented with a case of silver, by the members of the grain trade, on the occasion of his recent wedding.

Edward J. Bawlf and Edward R. Anderson, engaged in the grain business here, are plaintiffs in a suit in which they are seeking to recover \$3,855 from John D. and George Barton for 14,000 bus. of grain, claimed to have been bot by them from the defendants, but which was never delivered.

At a meeting of the directors of the Manitoba Grain Growers Ass'n the sec'y read a memorial from the board of grain commissioners respecting appointing a board of appeal, together with the reply made by the executive to the memorial. This reply was considered clause by clause and approved with the following supplement: "In the event of a board of appeal being appointed, that the ministers of agriculture of Manitoba, Saskatchewan and Alberta be constituted a board to appoint the members of said board of appeal, such appointments to be made from names submitted by the Grain Growers' Ass'n of the above mentioned provinces."

COLORADO

Dailey, Colo.—I am mgr. of the Farmers Elevator Co.—B. A. Batt.

Seibert, Colo.—Ross Lowe, mgr. of the Seibert Equity Exchange, has resigned, effective Mar. 1.

Hotchkiss, Colo.—The erection of a 72,000-bu. elevator is planned by the Mesa Flour Mill at a cost of about \$20,000.

Grand Junction, Colo.—The Mesa Flour Mill Co. operates the only elevator at this station. We understand it contemplates an addition to this house.—X.

Snyder, Colo.—I own the elevator here and will soon be ready for business. It has a capacity of 12,000 bus. and is located on the Union Pacific Ry.—W. L. Bonnett.

Craig, Colo.—J. N. Madden, who came to this place last June with plans for the building of a big elevator and \$100,000 flour mill, is now in jail, charged with issuing short checks in payment for wheat.

Ft. Lupton, Colo.—We are renting at present a mill with no elevator facilities but expect at some future date to build or buy larger property. We are on the U. P. and the Cheyenne & Denver Rys. and have grinders and rolls in our plant. We handle all kinds of grain and flour. C. A. Graves is mgr.—W. G. McCanne, sec'y Farmers Union Mill & Mercantile Co.

Denver, Colo.—The discount upon all grain bought by members of the Denver Grain Exchange, which is graded at Denver, but does not come up to the contract grade, is determined by three members not interested in the grain. This arrangement is considered fair and equitable by everyone who has had experience with this method of discounting. The committee in determining a fair discount invariably carefully considers the price ruling at markets other than Denver, as well as the actual quality and condition of the grain turned over to it by the chief grain inspector.

IDAHO

Twin Falls, Ida.—L. L. Breckenridge, mgr. of the Twin Falls Mfg. & Elevator Co., and B. M. Holt, of the Caldwell Mfg. & Elevator Co., Caldwell, have gone to Cuba for a vacation.

Tetonia, Ida.—We completed a 30,000-bu. elevator, on the Oregon Short Line R. R., last October, and placed J. H. McCracken in charge.—R. D. Merrill, general mgr. Merrill Grain Co., Ashton.

Felt City, Ida.—Joseph Williams is in charge of our 30,000-bu. elevator at this station. It is situated on the Oregon Short Line R. R. and was completed last October.—R. D. Merrill, general mgr. Merrill Grain Co., Ashton.

Ashton, Ida.—The capacity of the new elevator of the Farmers Society of Equity is 12,000 bus. Miller Bros., the Ashton Mill

& Elvtr. Co. and our company also operate elvtrs. at this station.—R. D. Merrill, general mgr. Merrill Grain Co.

ILLINOIS

Coatsburg, Ill.—Gray & Henning have succeeded W. S. Gray.

Atkinson, Ill.—Ira Franklin is mgr. of the Farmers Grain Co.

Mazon, Ill.—I am mgr. of the Farmers Elvtr. Co.—G. E. Mellen.

London Mills, Ill.—Farmers are talking of building an elvtr. here.

Ulah, Ill.—S. W. Johnston has installed a 5-h. p. motor in his elvtr.—G.

Bonfield, Ill.—Eugene Smith is rebuilding his elvtr. which burned Oct. 8.

Myrtle, Ill.—A. W. Palmer died Sept. 17, 1915, and the elvtr. is closed.

Hanna City, Ill.—Farmers are organizing an elvtr. company at this place.

Swan Creek, Ill.—Bader & Co. recently took over the elvtr. of Pratt & Pratt.

Sidney, Ill.—F. R. Best has been retained as mgr. of the Sidney Grain Co.

Jamaica, Ill.—Farmers are forming a company to engage in the grain business.

Yorkville, Ill.—Oscar Jacobs has been retained as mgr. of the Farmers Elvtr. Co.

Esmond, Ill.—C. J. White resigned as mgr. of the Farmers Elvtr. Co. on Feb. 1.

Triumph, Ill.—The Farmers Elvtr. Co. has installed track scales and a car puller.—G.

St. David, Ill.—A farmers elvtr. company is being organized to build an elvtr. here.

Mendota, Ill.—A branch office has been opened by Jas. E. Bennett & Co., of Chicago.

Ipava, Ill.—A manlift will be installed in one of the elvtrs. owned by J. H. McCune.

Danville, Ill.—Jas. E. Bennett & Co., of Chicago, recently opened an office in this city.

Dwight, Ill.—The Farmers Elvtr. Co. is now operating our elvtr. here.—Harrison Bros.

Elkhart, Ill.—The Co-operative Elvtr. Co. has installed a Richardson Automatic Scale.

Goreville, Ill.—E. McInturff and Elbert Thielen are in the grain business at this station.

Sublette, Ill.—The Bieber Grain & Lumber Co. contemplates installing a manlift in its elvtr.

Mt. Pulaski, Ill.—The Farmers Elvtr. Co. is figuring on establishing a lumber yard south of its elvtr.

Mayview, Ill.—I have not sold an interest in my elvtr. as was recently reported.—E. C. Saddoris.

Bristol, Ill.—We recently installed a new dump in our elvtr.—J. M. Skelly, mgr. Farmers Elvtr. Co.

Loraine, Ill.—Since the death of John Gunn the elvtr. is now operated by the John Gunn Estate.

Woodland, Ill.—Jacob Wienrank has succeeded Harry Benner as pres. of the Farmers Elvtr. Co.

Metamora, Ill.—J. R. Wagner has improved his elvtr. by installing a Richardson Automatic Scale.

Rosemond, Ill.—William E. Brown, interested in the elvtr. and grain business, was married recently.

Cordova, Ill.—H. R. Spoor has leased the grain business of E. Humphrey and will conduct the business.

Granville, Ill.—C. D. Gunn was elected pres. of the Farmers Elvtr. Co. on Jan. 18.—H. L. Dysart, mgr.

Rochelle, Ill.—Thos. Doyle is handling the business of the Armour Grain Co., of Chicago, at the present time.

Warsaw, Ill.—The capital stock of the Farmers Grain & Supply Co. has been increased from \$10,000 to \$15,000.

Mendota, Ill.—Alvin Eber is temporarily in charge of the branch office of the Armour Grain Co., of Chicago.

Peoria, Ill.—Guy Reyburn, A. C. McKinley and G. H. Cruse have applied for membership in the Board of Trade.

Manito, Ill.—The elvtr. of the Grangers Elvtr. Co., which was closed for 2 weeks for repairs, is again in operation.

West Point, Ill.—We expect to have our farmers elvtr. company organized within the next 20 or 30 days.—E. L. Charpentier.

Mendota, Ill.—J. D. Barth has been retained as mgr. and Ed. Easter as asst. mgr. of the Farmers Elvtr. & Supply Co.

Rochelle, Ill.—J. C. Shaffer & Co., of Chicago, have opened a branch office in this city with S. J. Kennedy as resident mgr.

Lorenzo sta. (Wilmington p. o.), Ill.—E. H. Farley, of Ireland, recently built a 6,000-bu. elvtr. on the A. T. & S. F. R. R.—X.

Missal, Ill.—The Farmers Grain Co. has decided to remodel its elvtr. Homer E. Crum has been hired as mgr. for another year.

Beardstown, Ill.—John Hagener, who retired from the grain and lumber business a few years ago, died recently, aged 60 years.

Champaign, Ill.—The elvtr. of the Cleveland Grain Co. was slightly damaged Jan. 22 by a blaze caused by an overheated journal.

Fisher, Ill.—The elvtr. of the Farmers Elvtr. Co. was closed recently on account of a broken shaft running to the gasoline engine.

Ferren sta. (Carlyle p. o.), Ill.—The erection of an elvtr. at this station is being discussed by the farmers in this section.

Havana, Ill.—H. W. McFadden, father of G. C. McFadden, of McFadden & Co., celebrated his 90th birthday anniversary recently.

Fairview, Ill.—Ross F. Pittman, of Lewistown, has succeeded W. H. White, who resigned Feb. 1, as mgr. of the Farmers Elvtr. Co.

Lilly, Ill.—I have removed from this city to Bloomington.—R. G. Smith, formerly representative and operator of elvtr. of Zorn & Co.

Rockford, Ill.—Hulburd, Warren & Chandler, of Chicago, will open a branch office in this city in charge of C. E. Phelps, of Rockton.

Sterling, Ill.—Hulburd, Warren & Chandler, of Chicago, have placed Robert J. Reed in charge of their office in the Harpham Bldg. here.

Frederick, Ill.—Jess Lowe, of Beardstown, has let contract for an elvtr. at this station. Work on the building is now under way.

Belleville, Ill.—Antony Sehlinger, pres. of the Sehlinger Grain Co., and his wife, recently celebrated their golden wedding anniversary.

Galesburg, Ill.—W. G. Daugherty, solicitor for W. H. Perrine & Co., of Chicago, has moved his headquarters from Stronghurst to this city.

Breckenridge, Ill.—Leslie Jones, agt. for Twist Bros., of Rochester, for the last 2 years, died Jan. 19, following a week's illness of pneumonia.

Byron, Ill.—The office of the Neola Elvtr. Co., of which H. R. Hum is agt., was entered recently and \$1 in revenue stamps and 2 account books taken.

Romeo sta. (Lockport p. o.), Ill.—The elvtr. of the Farmers Elvtr. Co. has not been in operation as it was flooded by the recent rains in this vicinity.

Riverdale, Ill.—The Northwestern Malt & Elvtr. Co. is now operating its newly completed 1,000,000-bu. elvtr. on the Indiana Harbor Belt R. R., which was erected at a cost of \$300,000.

Sterling, Ill.—The old Excelsior Brewery, including the elvtr. used for storing grain from which beer was made, is being razed to make room for other buildings.

Bushton, Ill.—The Farmers Elvtr. Co. has been dissolved after paying every cent it owed and 35% to stockholders. Bad crops and hard competition were too much for it.—Member.

Padua, Ill.—The recently incorporated Padua Grain Co. has bot the elvtr. of the Central Mill & Elvtr. Co., taking possession Feb. 10.—Carl C. Kreitzer, Ellsworth, Ill., sec'y-treas.

Granville, Ill.—Mr. Stillwell, of Grand Ridge, has succeeded A. G. Tuckerman in the grain business. A man was scooping grain here last week.—H. L. Dysart, mgr. Farmers Elvtr. Co.

Percy, Ill.—Jones Bros., of Ava, have bot the plant of the defunct firm of H. Hahn & Bro., which consists of an elvtr. and 100-bbl. mill. It will be improved and placed in operation.

Le Roy, Ill.—I expect to have the I. C. R. R. Co. move Crumbaugh sta. 1½ miles west and will build a 10,000-bu. steel elvtr., work on which will commence about June 1.—W. F. Crumbaugh.

Wing, Ill.—Wing Grain Co. incorporated; capital stock, \$10,000; incorporators, Chas. Gibb, James Gibb and Oscar A. Hollway. The company is planning to take over the elvtr. of J. M. Feeley.

Sparland, Ill.—C. M. Gibney, agt. for W. W. Dewey & Sons, was cooping a car for oats Jan. 21 when a nail flew out of his hand and struck him in the eye. It is doubtful if the sight can be saved.

Marseilles, Ill.—The grain and coal business of the Bruce Grain Co. has been transferred to S. R. Lewis, of the Marseilles Bank, on account of existing circumstances and the illness of James Bruce.

Lutz sta. (Delavan p. o.), Ill.—The name of this station was changed from Wayne by the C. & A. on Feb. 1. We bot the elvtr. of the Wayne Bros. Grain Co. last July.—Mr. Price, of Farmers Elvtr. Co. Delavan.

Urmston Grain Co., Indianapolis, Ind., J. W. Brown, Jenkins, W. R. Turnbull, Waverly, and James A. Patten, Chicago, have been admitted to membership in the Illinois Grain Dealers Ass'n.—E. B. Hitchcock, sec'y.

Wolf's Crossing (Plainfield p. o.), Ill.—Temporary repairs will be made on the engine room and mill house, at the elvtr. of the Plainfield Grain Co., which was damaged by fire on Jan. 13, and in the spring the company will rebuild.

Byron, Ill.—W. S. Johnson is pres. and Ray Barrick, sec'y-treas. of the Farmers Grain Co. which recently took over the elvtr. of L. D. Marshall. The company intends to handle flour, wire and machinery in addition to its grain business.

Litchfield, Ill.—Chas. B. Munday, pres. of the defunct Litchfield Mill & Elvtr. Co., on Jan. 29 was sentenced to 5 years in the Joliet penitentiary. He was convicted of conspiracy in connection with the wrecking of the La Salle Street Trust & Savings Bank at Chicago.

Oconee, Ill.—Our building burned recently with a total loss of \$2,200, with \$1,700 insurance. The loss on the contents was \$7,375, on which \$6,000 insurance was carried. The fire was caused by lightning. We will rebuild in the spring.—T. M. Kehoe & Co.

Bushnell, Ill.—John D. Nagel, of Nagel Bros., elvtr. operators, while working around the machinery in the elvtr., was injured recently. His clothing caught in some manner and he was thrown violently, breaking his collar bone and injuring him severely, tho it is not that internally.

Orion, Ill.—The Farmers Elvtr. Co., composed of P. W. South, A. L. Love, John E. Gustafson, L. C. Warner, J. Ed. Peterson, A. Anderson, G. J. Streed and H. V. Conover, have bot the elvtr. on the C. R. I. & P. from Mr. Peterson, of Sterling. T. I. Bachus will continue to operate it as in the past.

Champaign, Ill.—It is the hope that a uniform lease on elvtrs. on railroad right of way will result from the united efforts Illinois Grain Dealers Ass'n and the Farmers Grain Dealers Ass'n and that the commission will finally order a more proportionate rental charge thruout the state.—E. B. Hitchcock.

Abingdon, Ill.—I have been hired as mgr. of the recently acquired elvtr. of the Anderson Grain Co., of Galesburg, which is being operated under the name of the Abingdon Grain Co. Bader & Co., of Vermont, have leased the elvtr. of Geo. S. Dole and it is operated by Geo. Ehrendthart.—C. E. Stumbaugh.

Representatives of the Illinois Grain Dealers Ass'n attending the 4th annual meeting of the Chamber of Commerce of the United States in Washington, D. C., Feb. 7-10, are Victor Dewein, of Warrensburg, pres. of the Ass'n, alternate Sec. E. B. Hitchcock; B. P. Hill, Freeport, W. H. Suffern, Decatur, and E. M. Wayne, Delavan.

Cairo, Ill.—According to the terms of the will of the late J. B. Magee, his property is all left to his wife, who is named executrix. He owned the business of the Magee Grain Co., which was not incorporated, and was the principal stockholder in the Delta Elvtr. Co. It is understood that the business of the Magee Grain Co. will continue for the present without change.

Springfield, Ill.—Unfair clauses in railroad leases of sites for grain elvtrs. are attacked in a petition filed with the Illinois Public Utilities Commission by the Illinois Grain Dealers Ass'n and the Illinois Farmers Grain Dealers Ass'n, jointly. It is desired that the terms of the leases be made uniform and reasonable. A hearing will be had before the Commission at a date to be set.

Macomb, Ill.—Robert Rexroat and Perry C. Williams, of Colmar, have purchased the elvtr. and warehouse of Munson & Co. Mr. Rexroat, who has been buying stock for a number of years, will continue this in connection with the grain business. Mr. Williams, who owns an elvtr. at Colmar, will operate it as well as the one here. They have retained Scott Howard to assist them for the present.

Piper City, Ill.—The Montelius Grain Co. suffered an estimated loss of \$16,000 when it was discovered that 40,000 bus. of oats, which was stored in one of its elvtrs., was found to be completely spoiled. The oats are burned black and are an entire loss to the company. They are hard to remove, being run together, and only a few bus. a day can be taken out. The oats were damp when delivered.

Richview, Ill.—Etling & Baldrige, who recently sold their elvtr. at Ashley to Foehr Bros., will build a 16,000-bu. elvtr., 2 large warehouses and a fireproof storage bin. A large force of men are now at work to rush same to completion as weather permits. Grain is now being handled in temporary quarters. A coal elvtr. will be constructed as soon as the other buildings are finished. Peter D. Etling will be mgr.

Crete, Ill.—Crete Grain Co. incorporated; capital stock, \$10,000; incorporators, Wm. Seggebruch, Edw. Koelling and John Piepenbrink, Jr. The new company on Mar. 1 will succeed Wm. Seggebruch, who started in the elvtr. and grain business 10 years ago. Mr. Seggebruch is the principal stockholder and Piepenbrink and Koelling, who have been in his employ for some time, will own about half the stock. Grain, building material, flour and feed will be handled.

Champaign, Ill.—Depositions were being made last week at Memphis, Cairo, Peoria and Chicago, in the test cases instituted by the Illinois Grain Dealers Ass'n, to settle the question of liability for losses from shipments arriving at destination in cars that show no leaks. Two of these claims are interstate and two are intrastate claims, and they cover different points which the claims bureau of the ass'n desires to have cleared up by decisions

of the courts. The claims bureau has on file hundreds of declined claims of this class, in declining which railroad claim agts. usually say that the shipment arrived at destination "under original seals," in "apparent good condition," and suggest that the loss is not actual but due to "scale vibration" or "natural shrinkage." However sure shippers may be of their weights they usually fail to make any impression on the freight claim agts. of the railroads.—E. B. Hitchcock, sec'y.

Walker, Ill.—Elmer Farrell was engineer at our elvtr. here at the time he was injured. He was wearing his blouse on the outside of his overalls, against the warning and advise of everyone connected with the elvtr., and in putting on a small pump belt, leaned his body against the main shaft. His blouse was caught on the eccentric rod bearing on the main shaft and his clothing wound around the shaft in such a way as to keep his body off the floor at the expense of his feet, which were literally pounded to a pulp. The shaft was revolving at about 150 r. p. m. A safety railing was broken by Mr. Farrell's feet and the flywheel knocked this timber into the engine, breaking the eccentric rod and stopping the engine. When the engine slowed down the elvtr. men went to the engine room, where they found Mr. Farrell, just as the engine stopped. They cut his clothing away and carried him to the office, from which after preliminary treatment, he was taken to St. Mary's Hospital at Decatur, where both feet were amputated. He was conscious all the time during the accident and afterward until ether was administered. He is getting along very well and has every chance to recover. We were carrying accident insurance.—H. Andrews, of R. B. Andrews & Co.

CHICAGO NOTES.

Edward Praeger is traveling thru Iowa for J. P. Griffin & Co.

Somers, Jones & Co. have removed from 82 to 89 Board of Trade.

J. P. Mackenzie, formerly with Lipsey & Co., has now gone with Robert McClean.

George G. Parker, who became a member of the Board of Trade 45 years ago, has sold his membership.

The finance com'te of the Board of Trade has fixed the rate of interest for February at 5% per annum.

Alfred T. Martin, associated with Bartlett Frazier Co. for the past 21 years, has become a member of the company.

The Norris Grain Co. will install a Hess Grain Drier in a 3½-story brick building, now being erected on the Calumet River.

E. J. McCormick, formerly traveling thru Iowa and Wisconsin for Walters Bros., is now on the road for T. D. Randall & Co.

Arthur W. Jordan, representing the Armour Grain Co. at Boston, Mass., will now be located at the company's offices in this city.

Joseph O. Linebarger, a member of the Board of Trade for many years, died Jan. 29, following a recent stroke of paralysis. He was 52 years of age.

The petition to amend section 8 of rule 4 in regard to the matching of orders has been returned with the unanimous disapproval of the directors.

Creditors of the W. A. Fraser Co., bankrupt, held a meeting Feb. 9 to compromise claims with Frank S. Tenny, Wm. J. Thayer, T. J. Bachus and Frank P. A'Brunswick.

Israel P. Rumsey, of Rumsey & Co., on Feb. 9 celebrated his 80th birthday anniversary. He is one of the few members of the Board of Trade left who purchased their memberships at \$5.

Louis Brosseaux was elected pres., Arthur Bliss, vice-pres., Harry Smith, sec'y. and Wm. Hohenadel, treas., of the Board of Trade Club at its annual dinner Jan. 26 at the Hotel La Salle.

Joseph J. Snyder and Sam C. Scotten, at one time actively engaged in the grain

business, have sold their memberships in the Board of Trade, and the membership of Jas. H. Milne has been sold on account of failing health.

Edward W. Bucken, who has represented Knight & McDougal at New York for the past 10 years, has been promoted to a position in the company's office here. He has been admitted to membership in the Board of Trade.

James A. Kidston, head of James A. Kidston & Co., died Jan. 30 in California, aged 63 years. He was a member of the Board of Trade for many years, having entered the grain business with J. H. Hurlbut & Co. in 1872.

The offices of Jas. E. Bennett & Co., in the Postal Telegraph Bldg., are being considerably enlarged, the work of alteration to continue for another month. When completed the company will have a new reception room, wire office and customers' room, all well lighted.

The first meeting of the building com'te of the Board of Trade was held Jan. 21, and the outline of the plan of working was gone over. The com'te will go over the building plans which have already been prepared by various architects and decide what is best to be done.

Chas. C. Rockwell, of Chas. Rockwell & Co., Mt. Vernon, N. Y., has bot a membership in the Board of Trade and opened an office in the Postal Telegraph Bldg. Besides acting as a broker, on his own account, he will represent the Oswego Mfg. Co., of Oswego, N. Y., and the Park & Pollard Co., of Boston, Mass. Mr. Rockwell sold his membership in the New York Produce Exchange and the Toledo Produce Exchange last month.

Lee Hollinger, Arthur W. Jordan, Chas. C. Renshaw, William B. Stowers, O. C. Wetmore, Chris Williams, Bert A. Davis and H. Stephen Gelderman have applied for membership in the Board of Trade. Eugene Cox, Jas. M. Hall, Arthur D. Heuen, Wm. C. Foley, Jr., Chas. C. Rockwell, Edward W. Bucken, Lee W. Partridge, and Marcus Hager have been admitted to membership and the memberships of J. C. Dougall, Henry H. Norcross, Robt. F. Straub, George G. Parker, W. F. McWhinney, Sam. C. Scotten, Jos. J. Snyder, Jas. H. Milne, H. G. Graff, J. Alva Harrison, Page Chapman and the estate of Samuel O. Adams have been posted for transfer. Memberships are quoted at \$4,000 net to buyer.

The directors of the Board of Trade have posted for ballot an amendment to the rules providing for trading in 1,000-bu. lots of corn and oats as well as wheat. Paragraph B of Sec. 2 of Rule XIV will read as follows: For the purchase, or for the sale, by grade alone, of wheat, corn or oats, to be delivered in store in regular houses, either for immediate or for future delivery, 10c per 1,000 bus. in lots of 5,000 bus. or multiples thereof, and 15c per 1,000 bus. for delivery in lots of less than 5,000 bus.; and paragraph B of Sec. 4 will read as follows: For the purchase, or for the sale, or for the purchase and sale, by grade alone, of wheat, corn or oats, to be delivered in store, either for immediate or for future delivery, \$7.50 per 5,000 bus. or multiples thereof, and \$2.50 per 1,000 bus. or multiples there when such contracts provide for delivery in lots of less than 5,000 bus.

An order was issued Jan. 28 by the state civil service commission at Springfield reinstating the state employees who lost their positions a short time ago because they refused to take or failed to pass efficiency examinations. The following will be restored to positions in the grain office here: Eric Carlson, H. F. Killy, Franz Sarteson, P. O. Swanson, Rufus B. Paine, Frank Mason, grain helpers; J. F. Nichols, J. B. Hunter, N. J. Olson, A. H. Foland, Gus Odman, W. L. Clucas, Frank Goel, William Kamberg, grain sampler's clerks, and W. H. Hill, clerk grain registrars office. The employees now holding the places will be removed and placed on the eligible list. The order which took effect Feb. 1, was made necessary by the

recent decision in the Mrs. Estelle Baird case by the Supreme Court, in which the court ruled the commission could not force employees to take the examinations.

INDIANA

Mt. Comfort, Ind.—John A. McComas, of Fortville, has purchased the elvtr. at this station.

Economy, Ind.—The elvtr. of the Anderson & Hollingsworth Co. was robbed recently.

Rich Valley, Ind.—G. T. Morrow has sold his interest in the elvtr. here and will locate elsewhere.

Frankton, Ind.—A. J. Faland has succeeded F. J. Cramer as mgr. of the Farmers Grain & Coal Co.

Twelve Mile, Ind.—F. P. McFadden & Co. have purchased a Richardson Automatic Scale for their elvtr.

Bedford, Ind.—C. M. Lemon, of the Lemon Mfg. Co., grain dealers, has been threatened with pneumonia.

Mongo, Ind.—C. C. Smith and Chas. Wingard have bot the elvtr. of William C. Hawk and will take possession June 1.

Smithson, Ind.—Jesse Bramblett has succeeded Chas. Holdifer, who resigned as agt. of the elvtr. of Crabbs, Reynolds, Taylor Co.

Swayzee, Ind.—We have installed a new Richardson Automatic Scale in our plant at this place.—A. B. Martin, mgr. Swayzee Mfg. Co.

Rensselaer, Ind.—The Farmers Grain Co. has secured an option on a site and will incorporate, with a capital stock of \$25,000, and build an elvtr.

Winamac, Ind.—The recently incorporated Farmers Elvtr. Co. is planning the erection of an elvtr. which will be completed before next harvest.

Clark's Hill, Ind.—Chas. Youart will remain as mgr. of the Big Four Elvtr., one of the houses recently taken over by the Davis Grain Co., of Frankfort.

Milton, Ind.—The Connell-Anderson Grain Co. operates the only elvtr. at this station. George Klemm operates a flour mill which is not on the railroad.—C.

La Fontaine, Ind.—I have bot the interest of Mr. Miller in the elvtr. here and the firm will now be J. C. F. Martin & Son.—A. B. Martin, mgr. Swayzee Mfg. Co., Swayzee.

Hazelrigg, Ind.—Joseph W. Witt, of Lebanon, has bot the elvtr. of A. Robinson & Son and placed Dave McKinney in charge. Mr. Witt sold his interest in 2 elvtrs. at Clark's Hill about a month ago.

Losantville, Ind.—J. P. Teegarden, senior member of Teegarden & Powell, resides at Woodington, O., and is also senior member of Teegarden & Townsend Bros., of Greenville, O.—J. F. Seagrove.

Packerton, Ind.—Ernest Carr has been hired as mgr. of the elvtr. which the newly incorporated Farmers Elvtr. Co. took over from S. J. Fisher. Mr. Fisher will remain for a time to help the new mgr.

Camden, Ind.—John F. Pritsch, of Frankfort, has succeeded James Gardner, who was forced, on account of ill health, to resign his position with the Camden Mill, of which Ray & Rice are props.

Browns Valley, Ind.—A team of horses, driven with a load of corn, to the elvtr. of the Browns Valley Grain Co., fell into the dump recently. The horses were not injured except for some bruises.

Poneto, Ind.—Frank King, an employe in the elvtr. of the Farmers Grain Co., sustained a sprained ankle Jan. 25, when he leaped from a box car. As the elvtr. company carries liability insurance he will receive part of his wages while disabled.

Waveland, Ind.—I will build a new 20,000-bu. cribbed iron clad elvtr. on the Van. R. R. Equipment includes a 25-h. p. engine and machinery furnished by the Union Iron Works. The plant will be in operation by July 1.—Newton Busenbark, New Market.

Winchester, Ind.—Mgrs. of the elvtrs. of the Goodrich Bros. Hay & Grain Co. thru-out this state, held a banquet and meeting last month to discuss elvtr. problems.

Logansport, Ind.—Anderson Mfg. Co. incorporated to operate grain elvtrs.; capital stock, \$30,000; incorporators, Henry J. Anderson, Chas. W. Graves and W. W. Holmes.

Mishawaka, Ind.—R. V. Thompson, of Lake Ann, Mich., is in charge of the Lake Shore Elvtr., owned by Burrell & Morgan, during the 6 weeks' absence of Elbridge Hathaway.

Indianapolis, Ind.—Jesse Simpson, formerly mgr. of the Farmers Elvtr. Co. at Danvers, Ill., is now mgr. of the Mutual Grain Co. here. He has been a member of the company since it was organized in 1909.

Hobbs, Ind.—Cheever Cunningham, prop. of an elvtr. here, was overcome recently by escaping gas from his automobile which he had started in his garage with the doors closed. A physician was called and he soon revived.

Argos, Ind.—I have sold the Nickel Plate Elvtr. to C. H. Grube, formerly of Milner & Grube, of Plymouth. I operated this house for 11 years and will now spend all my time in the automobile business and farming.—R. A. Kuhn.

Fountain City, Ind.—John Powell, of Teegarden & Powell, Losantville, is now interested in the grain business here as senior member of the Powell-Sherry Co., which succeeded Clark Bros. about Jan. 1.—J. F. Seagrove, Losantville.

Plymouth, Ind.—While driving a load of baled hay thru the elvtr. of E. N. Cook, Ora Kring was crushed under a beam and paralyzed from his hips down. He was on the top of the load and stooped when he passed under the beam, but it struck him on the shoulder.

Indianapolis, Ind.—The elvtr. of Wm. Rouse & Son. was threatened with destruction Jan. 31 by fire of unknown origin which burned much of the 3rd floor of the brick building before bursting out of the wooden cupola at 2 o'clock in the morning. The loss was covered by insurance.

Marshfield, Ind.—A. E. Betts, of Frankfort, and Ura Seeger, who recently disposed of his interests in elvtrs. at Clark's Hill, have bot the elvtrs. of the Wolfram Grain Co. at this place and Johnsonville. Mr. Betts, who has elvtr. interests at Forrest, will devote only a part of his time to the newly acquired houses, leaving the active management to Mr. Seeger.

IOWA

Alton, Ia.—The Farmers Elvtr. Co. has installed a moisture tester.

River Sioux, Ia.—Farmers are discussing the establishment of an elvtr.

Garland, Ia.—Willard Thompson is now mgr. of the Farmers Elvtr. Co.

Hubbard, Ia.—The Farmers Elvtr. Co. has built a 5,000-bu. ear corn crib.

Ida Grove, Ia.—C. C. Crawford has purchased additional land near his elvtr.

Zearing, Ia.—Craft & Vensel have sold their elvtr. and business to Mr. Peterson.

Beaver, Ia.—J. E. Melick, of Pioneer, is now agt. of the elvtr. of the Quaker Oats Co.

Percival, Ia.—Noble & Reid, of Hamburg, have bot the elvtr. of E. W. Sheldon & Co.

Orange City, Ia.—The Farmers Elvtr. Co. has purchased a moisture tester for its elvtr.

Audubon, Ia.—Chas. Johnson, of the Johnson Grain Co., broke 2 ribs when he fell recently.

Ottosen, Ia.—The Farmers Elvtr. Co. has increased its capital stock from \$10,000 to \$20,000.

George, Ia.—I am now agt. for L. B. Spracher & Co.—Otto De Young, formerly at Sioux Center.

Hartford, Ia.—M. Ray, prop. of the Taylor & Patton Co., is visiting at his home here.

Newburg, Ia.—The Farmers Elvtr. Co. will sell its south elvtr. which will be wrecked and removed.

Clarksville, Ia.—Farmers are endeavoring to organize an elvtr. company with a capital stock of \$25,000.

Kiene, Ia.—Delbert Cramer is no longer agt. of the King-Wilder Grain Co. and has removed to Blairtown.

Dinsdale, Ia.—The Farmers Elvtr. Co. is figuring on building an addition in which to carry a stock of feed.

Sioux Center, Ia.—The Thorpe Elvtr. Co. has closed its elvtr. until next fall.—Otto De Young, George.

Hamburg, Ia.—The 2 new elvtrs. at this station, owned by J. R. Bentley and Noble & Reid, have been completed.

Modale, Ia.—We expect to enlarge our elvtr. in the spring and put in some new machinery.—Sharpnack & Co.

Center Point, Ia.—The capital stock of the Farmers Grain & L. S. Co. has been increased from \$10,000 to \$15,000.

Irrington, Ia.—Bedell Bros., grain dealers, contemplate the installation of a new grain elevating device in their elvtr.

Brayton, Ia.—Arthur Hansen has succeeded his father, Hans Hansen, as agt. for Rothschild & Co. at this station.

Mapleton, Ia.—The elvtr. of the Neola Elvtr. Co. has been closed and J. J. Finnigan has returned to his home at Blanchard.

New Hartford, Ia.—The Vandeeest Grain & Coal Co. has rented a plant which it will use as an office in connection with its elvtr.

Le Mars, Ia.—Fred Burns, of the Plymouth Mfg. Co., prop. of an elvtr. here, was bereaved Jan. 26 by the death of his mother.

Sioux City, Ia.—C. J. Furst, of the Furst Brokerage Co., has succeeded Jas. C. Mulaney, who resigned as sec'y of the Board of Trade.

Lanyon, Ia.—Erick Hedberg, mgr. of the Farmers Elvtr. Co. at Crooks, has succeeded me as mgr. of the Farmers Elvtr. Co. here.—Wilbur E. Lowry.

Paton, Ia.—The Henry Sells Co. has engaged in the grain business here. Mr. Sells was formerly mgr. of the Farmers Elvtr. Co. at Humboldt.—M.

Bouton, Ia.—The Bouton Grain Co. succeeded Wright & McWhinney on Feb. 1. I am pres. and mgr. of the company which is incorporated.—C. A. Jenks.

Conrad, Ia.—Since the retirement of John R. Gier from Gier & Belz the business is being conducted under the name of Chas. Belz & Son.—C. C. Belz.

Crooks, Ia.—N. C. Minnis, mgr. of the elvtr. at Lohrville, will succeed Erick Hedberg as mgr. of the Farmers Elvtr. here. Mr. Hedberg will go to Lanyon.—M.

What Cheer, Ia.—We are in need of an elvtr. here as this is a good farming community. There was some talk of one being built but nothing has been done so far.—X.

Missouri Valley, Ia.—Wm. Jones, an employe of the Updike Elvtr. Co., was badly bruised recently when he fell into a grain chute at the elvtr., striking his head and shoulders.

Essex, Ia.—A. M. Stearns, former prop. of the Essex Roller Mills, died the first part of December and the business is now run under the name of A. J. Stearns.—F. D. Stearns.

Sioux City, Ia.—We are putting in a new grinder, degerminator, drier, steamer and complete granulated meal plant and are also adding more storage room.—Akron Mfg. Co.

Marshalltown, Ia.—Albert L. Cox, 5th years of age, who traveled out of this city for several years for Rumsey & Co., of Chicago, Ill., died recently, following a surgical operation.

Acme, Ia.—R. G. Dinger, agt. of the elvtr. at this station, is taking a 2 months' vacation and I am taking his place during his absence.—R. S. Lockie.

Sioux City, Ia.—The Fields & Slaughter Co. has moved into new offices in the Davidson Bldg. and its old offices will now be occupied by Dan Kennedy, representing the Atlas Elvtr. Co.

Pacific Jctn., Ia.—F. C. Boyle, agt. for the Omaha Elvtr. Co., had his arm badly injured, when he climbed into a wagon and fell in attempting to stop a runaway team of mules at the elvtr.

Stratford, Ia.—O. W. Cline was retained as mgr. of the Stratford Grain & Supply Co. for another year, at the company's annual meeting at which an excellent banquet was enjoyed by the stockholders.

Epworth, Ia.—I have bot the elvtr. on the I. C. and am installing an electric motor for power. The elvtr. has a capacity of 5,000 bus., besides storage on the first floor for ear corn and ground feed.—E. N. Selker.

Atlantic, Ia.—The Rothschild Grain Co. has installed a private leased wire to take care of its increased business. A printing machine has also been added. Emil Rothschild is mgr. and Mr. Peterson will have charge of the wire.

Marshalltown, Ia.—E. G. Sleight, prop. of the first elvtr. at this place and the first man to pay cash for grain here, died Jan. 27 of paralysis at Chicago, Ill., where he had been making his home for some time. He was 84 years of age.

Westgate, Ia.—The origin of the fire, which destroyed the elvtr. of the Kunz Grain Co. on Jan. 17, is not known. The grain and building were insured. The elvtr. will be rebuilt by the company or other parties.—W. H. Lang, agt. Kunz Grain Co.

Lavinia, Ia.—James Cowan has resigned as mgr. of the Farmers Elvtr. Co., effective Mar. 1. The company is installing a new compression cylinder on the engine. During the heavy corn movement it was compelled to use a light power sheller engine to elevate grain.—M.

Council Bluffs, Ia.—The Maney Grain Co., of Omaha, Neb., has bot a site and will build a 150,000-bu. elvtr. and warehouse at a cost of approximately \$50,000. Work will be started in the spring on the plant which will be situated on the C. R. I. & P., C. & N. W. and the C. B. & Q. Rys.

Des Moines, Ia.—The Bast-Fogarty Mlg. Co. incorporated; capital stock, \$100,000; incorporators, O. F. Bast, pres., John F. Fogarty, vice-pres., M. O. Bast, sec'y, and G. C. Fogarty, treas. The company has bot the plant of the Shannon & Mott Mlg. Co., which was formerly operated by the defunct B. A. Lockwood Grain Co.

Emmetsburg, Ia.—Henry Beckman, of Beckman & Schroeder, narrowly escaped death on Jan. 2, from the hands of some very careless person. While at the stock yards, looking after some stock, an unknown person fired a rifle at the fence. The bullet passed thru an inch board and struck Mr. Beckman in the chin, inflicting a serious flesh wound. He is now almost fully recovered.

Des Moines, Ia.—The annual meeting of the Farmers Grain Dealers Ass'n will be held at the Savery Hotel in this city Feb. 15, 16 and 17. I. D. McVicker, pres., will call the convention to order. Among the speakers are: C. H. Canby, ex-pres. of the Chicago Board of Trade, who will speak on "Terminal and Primary Market Conditions," Henry Wallace on "Co-operative Movements as I Have Seen Them," H. H. Gross, pres. of the Tariff Commission League, on "Advisability of a Government Tariff Commission," Alfred Owen Crozier on "Money," Lafayette Young, Sr., on "In the Trenches with the Armies of Europe," W. B. Quarton, of Algona, on "Co-operation in Iowa," Wm. G. Eckhart, of De Kalb, on "Bridging the Gap Between Farm Practice and the Work That Has Been Done by the Experiment Station and the Federal Government," Cyril G. Hopkins, dept. of agronomy and chemistry of the

University of Illinois College of Agriculture, on "Permanent Methods of Grain Farming," Prof. C. S. Dorchester, extension dept. of Iowa State College, Senator Joe Allen, Clifford Thorne, E. T. Meredith and Attorney General Cosson on other subjects. "The Central Purchasing Agency" and "Reorganization of Farmers Stock Companies to a Co-operative and Pro rata Basis" will be discussed by the ass'n. F. H. Newell, head of the civil engineering dept. of the University of Illinois, will explain the reclamation of western arid lands with lantern slides. The com'te reports and the election of officers will take place Feb. 16.

Urbana, Ia.—William S. Hurd, mgr. of the Farmers Grain Co., was oiling the machinery in the cupola of the elvtr. when his coat caught in the chain that operates the sprocket wheel and he was drawn up against the wheel, one sprocket bearing against his left arm. He exerted all his strength to keep from being carried over the wheel and dropped to the floor, 55 ft. below. His continued cries for help were heard at the lumber office and several rushed to his assistance and shut off the engine. It required the combined efforts of 3 men to extricate him. The flesh on Mr. Hurd's left arm was badly bruised, but otherwise he escaped injury.

KANSAS

Thomas, Kan.—Farmers are arranging to build an elvtr.

Mingo, Kan.—A farmers elvtr. company is being organized.

Jetmore, Kan.—A. H. Ling is building a mill near his elvtr.

McDonald, Kan.—A company is scooping grain here.—Elwin Lyman.

Wilroads, Kan.—Elmer Riley has his new elvtr. almost completed.

St. Francis, Kan.—Josiah Crosby contemplates the erection of an elvtr.

Burlington, Kan.—Farmers are organizing a company to operate an elvtr.

Acres, Kan.—I am now agt. of the Millers Grain Co.—Gus Cunningham.

Swayne sta. (Dillon p. o.), Kan.—Wm. Sandow will install a Boss Car Loader.

Maxwell, Kan.—A. L. McClure, of Walton, is managing an elvtr. at this place.

Elgin, Kan.—We operate the only elvtr. at this station.—Elgin Kansas Supply Co.

Spearville, Kan.—C. C. Jennings has let contract for a 20,000-bu. concrete elvtr.

Windom, Kan.—The engine at the elvtr. of the Farmers Elvtr. Co. has been repaired.

Cimarron, Kan.—The Farmers Grain Co. has incorporated with a capital stock of \$10,000.

Hanover, Kan.—John Mueller is mgr. of the recently acquired elvtr. of the Farmers Union.

Holyrood, Kan.—The Holyrood Grain & Supply Co. will install a Boss Air Blast Car Loader.

Hiawatha, Kan.—The Farmers Elvtr. Co. will be organized here to engage in the grain business.

Bennington, Kan.—An elvtr. will be built by Patterson & May to take care of the corn crop here.

Bazine, Kan.—The Farmers Grain & Supply Co. has incorporated with a capital stock of \$6,000.

Wichita, Kan.—H. Lassen, of the Kansas Mlg. Co., has gone to California for a 2 months' vacation.

Parson, Kan.—Jacob Simonson, aged 85 years, at one time engaged in the grain business here, died Jan. 23.

Thayer, Kan.—O. H. McNulty is mgr. of the Thayer Grain Co. which operates the only elvtr. at this station.—T.

Helmick sta. (Council Grove p. o.), Kan.—The Salina Produce Co. has bot a Richardson Wagon Scale for its elvtr.

Wichita, Kan.—The Wallingford Elvtr. Co. has installed a new dust collector, new cleaner and elvtr. leg in its elvtr. The White Star Co. did the work.

Marietta, Kan.—H. R. Howell has succeeded his brother, G. A. Howell, as mgr. of the Marietta Stock & Grain Co.

Wellington, Kan.—George H. Hunter, Jr., has sold his interests in the Hunter Mlg. Co. and moved to Fargo, Okla.

Oberlin, Kan.—Fred Mosher, of Rexford, who recently took over the elvtr. of Chas. Frickey, has sold it to the Stinson Co.

Garden Plain, Kan.—The Geo. Koch Grain Co. has installed a Richardson Automatic Type Registering Scale in its elvtr.

Richmond, Kan.—An elvtr. company is being organized by the farmers in this section. Coal will be handled in addition to grain.

Lost Springs, Kan.—The Lost Springs Elvtr. Co. has added a Richardson Automatic Type Registering Scale to its elvtr. equipment.

Osgood, Kan.—Jesse Collins is now mgr. of the elvtr. of the Geneseo Grain Co.—W. L. Lamport, agt. Geneseo Grain Co., Ransom.

Wilroads, Kan.—W. L. Smith, who has been grain buyer for the Equity Union, has secured a position with a grain company at Hutchinson.

Fellsburg, Kan.—Gaird & Gibson have let contract for a 15,000-bu. elvtr. to the White Star Co. Work on the building is now well under way.

Penalosa, Kan.—We expect to build a large warehouse soon and will probably install a feed grinder.—W. Plush, mgr. Farmers Grain & Mercantile Co.

Chapman, Kan.—Suit has been brot against the Chapman Mill & Elvtr. Co. to collect on promissory notes for \$6,000, on which payments are past due.

Santanta, Kan.—The Hugoton Elvtr. & Warehouse Co., of Hutchinson, has let contract for a 15,000-bu. elvtr. on the Elkhart extension of the Santa Fe.

Ransom, Kan.—D. E. Bondurant, the Hall-Baker Grain Co. and our company are the regular grain dealers at this station.—W. L. Lamport, agt. Geneseo Grain Co.

Fellsburg, Kan.—The new 25,000-bu. iron clad elvtr. of the Fellsburg Equity Exchange, is practically completed. The Western Construction Co. had the contract.

Coffeyville, Kan.—John Howe, working on the construction of the elvtr. of the Wilson Elvtr. Co., was struck in the eye while at work. An operation saved the sight.

Benton, Kan.—The Stephens-Scott Grain Co. built a new elvtr. here last fall and it is now in operation. A scoop shoveler is getting some grain here.—L. M. Camp.

Hoyt, Kan.—Jacob Howald, of Howald & Winter, has sold his interest in the elvtr. to Reuben Burns. The new firm will do business under the name of Burns & Winter.—N.

Arkansas City, Kan.—We contemplate building additional storage for 250,000 bus. A headhouse and 8 concrete tanks will be completed in time for the new crop.—New Era Mlg. Co.

Wichita, Kan.—The Red Star Mill & Elvtr. Co. has purchased a Richardson Automatic Type Registering Residue Beam Receiving Scale which has a capacity of 2,500 bus. per hour.

Hanston, Kan.—The elvtr. of the Farmers Grain & Supply Co. burned Jan. 26. Loss on the grain about \$5,000 with \$2,000 insurance. Loss on the building about \$4,500 with \$3,000 insurance.

Gorton, Kan.—The C. E. Robinson Grain Co., of Salina, has practically completed its new elvtr. for which it let recently contract to the White Star Co. Equipment includes all up-to-date machinery.

Ottawa, Kan.—I bot the interest of my partner, C. S. Wilson, in the Williams-Wilson Grain Co. and the name is now the W. S. Williams Grain Co. Grain, feed and seeds are handled and corn chop and corn meal manufactured.—W. Williams.

Friend, Kan.—The recently completed elvtr. of the Morton Grain Co. is equipped with an automatic scale, oil engine and a 5-ton full steel wagon scale. The Western Construction Co. had the contract.

Dodge City, Kan.—The Kliesen Elvtr. Co. is out of business. The Dodge City Co-operative Exchange, Davidson Grain Co. and our company are the only regular grain dealers.—Dodge City Mlg. & Elvtr. Co.

Grainfield, Kan.—The concrete elvtr. of the Farmers Business Ass'n is practically completed. S. T. Sutton is pres., F. B. Clark, vice-pres., E. E. Organ, treas., and J. O. Brandenburg, sec'y-mgr. of the company.

Harper, Kan.—E. A. Wales, founder of the Wales Mlg. Co., who was convicted Jan. 14 in the district court, of embezzling farmers' wheat stored in his elvtr. for which he did not pay, has appealed to the supreme court.

Hedville sta. (Salina p. o.), Kan.—The new elvtr. of the C. E. Robinson Grain Co., of Salina, for which it let contract some time ago to the White Star Co., is almost finished. It is equipped thruout with up-to-date machinery.

Kansas dealers owe it to themselves to investigate carefully the responsibility of every strange farmer offering to sell grain for future delivery and asking for an advance payment, as 3 different dealers are reported to have been swindled by this trick recently.

Wichita, Kan.—J. E. Carroll, who has been connected with our firm for the past 3 years, is now in temporary charge of our branch office here. Arrangements have not been completed with D. V. Green to take F. D. Sperry's place here.—E. E. Roahan Grain Co.

Frizell, Kan.—The stockholders of the Frizell Grain & Supply Co. have demanded an investigation of the books of the company for 1914 the last year during which Perry S. White was mgr. Mr. White resigned to organize the White-Fox Grain Co. which failed recently.

Albert, Kan.—The farmers have bot the elvtr. and mill of H. R. Arnold and have organized a co-operative ass'n to operate it. John Cook is pres. and Louis Mausolf mgr. of the company, which has a capital stock of \$15,000 and will be known as the Farmers Mill & Elvtr. Co.

Hutchinson, Kan.—In the suit brot by the Farmers Grain Co., of Haven, against the Central Grain Co., of this city, a verdict for the defendant was given. The suit was brot to recover \$98.34 for 70 bus. of wheat, which was short in a car of wheat it sold to the Central Grain Co. which was subsequently sold to the Haven Mlg. Co.

Sabetha, Kan.—A man claiming to be a farmer called on the Derby Grain Co. and sold it 500 bus. of corn, to be delivered within 10 days. The following morning he reported that his team had run away and broken one of the wheels from his wagon. As it would be necessary for him to repair wagon before returning home, he asked for an advance of \$10, which he obtained and disappeared. Nothing more has been heard from Mr. Farmer. Kansas dealers need to be on guard against this faker.—E. J. Smiley, Sec'y.

Larned, Kan.—The White-Fox Grain Co., of which Perry White was the head, has failed. The total indebtedness of Mr. White is placed at \$29,600 with assets of about \$10,000. The company is said to have lost \$13,000 when it bot wheat last winter at \$1.50 and was compelled to sell it in June at \$1.25. Notes bearing 7% interest for 10 years have been sent to the creditors by Mr. White who has left to get a new start in order to pay all he owes. He resigned a year ago after successfully managing the elvtr. of the Frizell Grain & Supply Co. at Frizell, and engaged in the grain brokerage business here.

Topeka, Kan.—Under the new grain inspection law passed by the last legislature, George Ross, state grain inspector, has reduced the charge for inspection and weighing more than 20%, nearly tripled the receipts and has saved \$33,325, to be turned into the state treasury when the next legislature meets and authorizes the transfer.

Sublette, Kan.—Contract for a 15,000-bu. elvtr. has been let by the Hugoton Elvtr. & Warehouse Co., of Hutchinson, to be built on the Elkhart extension of the Santa Fe. This, with the 15,000-bu. house at Santanta for which contract was let recently, will give the company a total of 8 elvtrs., with an aggregate capacity of 150,000 bus.

Hiawatha, Kan.—A man by the name of Davis, claiming to be a farmer, called recently and sold me some grain, which has not yet been delivered, and I have not heard from him, so presume I am out the money advanced. I never saw the man, but the man in charge of the elvtr. when he called says he is about 45 years old, 5 ft. 8 in. tall, and weighs about 140 lbs., rather quiet and looked like an Irishman.—B. V. Sloan.

Padonia, Kan.—On Feb. 1 a man came to my office, claiming to be a farmer living toward Preston, or just beyond my territory. Being very busy I did not give him close attention, but he sold me 1300 bus. of corn, and asked for an advance of \$15, which was given. I have heard nothing from him since. As a man is working the same scheme on dealers elsewhere, I presume that he is making his living in this manner. The man who called upon me was about 45 to 50 years of age, 5 ft. 9 in. high, somewhat gray, and would weigh about 170 lbs. He is a free talker, dressed to represent a well-to-do farmer, and gave me the name of D. S. Smith.—W. R. Browning.

Salina, Kan.—The Farmers Co-operative Grain Dealers Ass'n of Kansas, will hold its annual meeting in this city Mar. 7, 8 and 9. Pres. G. D. Estes will call the meeting to order and J. D. Kirkpatrick, pres. of the Salina Commercial Club, will deliver the address of welcome. The speakers include Sec'y G. W. Lawrence, M. H. Rice, of Delphos, Representative Trumble, of Beloit, Prof. Theo. Macklin, of the State Agricultural College, A. C. Bailey, of Kinsley, H. A. Anderson, W. C. Lansdon, of Salina, Geo. Ross, chief grain inspector, Topeka, who will speak on "Grain Inspection," Hal. R. Lebrecht, of Kansas City, on "Claim Collections," and Ira D. McVicker, pres. of the Iowa F. G. D. A., on "What the State Ass'n Has Done for Iowa." G. M. Woodson, of Penalosa, will discuss "Our Relation to the Grain Trade" from a farmer's viewpoint, A. H. Martin of Burdett, from a mgr.'s viewpoint, D. Sommer, of Abilene, from an inspector's viewpoint, and L. H. Powell, pres. of the Wichita Board of Trade, from a commercial man's viewpoint. The reports of the com'ites will be heard and the election of officers will take place on Mar. 9 and in the evening a banquet will be served.

KENTUCKY

Nicholasville, Ky.—Report states that an 80,000-bu. elvtr. will be erected here in the spring.

Hardinsburg, Ky.—T. J. Whitfield is mgr. of our coal yards and bins and also of our grain and hay storehouses.—R. R. Compton, sec'y-mgr. Hardinsburg Mill & Elvtr. Co.

Newport, Ky.—J. Dorsel & Co., millers, have established a general grain business with G. E. Linder, formerly with the Ferger Grain Co., of Cincinnati, O., in charge.

Lexington, Ky.—The Board of Commerce is discussing the appointment of a public weighmaster and inspector under the objection of that ass'n as well as that of facilities for storing wheat, in order that rebilling privileges may be obtained fully.

LOUISVILLE LETTER.

Wm. Collins has been notified by the commissioner of agriculture of his appointment as grain inspector.

The proposed reinforced concrete elvtr. of the W. A. Thomson Co. will be built in the spring and operated under the name of the Southern Elvtr. Co. The building, with railroad connections, will cost about \$75,000.

H. B. 303 has been introduced in the Kentucky Legislature by Representative McMurry. It defines warehouse receipts and regulates the issue thereof. This bill has been referred to the com'ite on public warehouse and granaries.

MARYLAND

Sykesville, Md.—Wade H. D. Warfield is pres., D. W. Dietrich, vice-pres., James H. Gambrill, 3rd, sec'y-treas., and James H. Gambrill, general mgr.—Maryland Mlg. & Supply Co.

BALTIMORE LETTER.

Louis E. Bartell, grain commission merchant, was bereaved by the recent death of Mrs. Bartell.

John M. Dennis, who retired last June as head of the Louis Muller Co., has been elected state treas. by the Maryland Legislature.

M. C. Byers, Garnett C. Ball and Howard B. Jackson have been admitted to membership in the Chamber of Commerce.—Jas. B. Hessong, sec'y.

Thos. C. Craft, Jr., pres. of the Chamber of Commerce, who retired from office Jan. 31, gave a dinner Feb. 5, at the Merchants' Club, to the directors, sec'y, traffic mgr. and 10 ex-presidents of the Chamber of Commerce. He was presented with a 5-piece silver service and a silver waiter, inscribed with the names of the donors.

At the annual election of officers of the Chamber of Commerce, held Feb. 2, James C. Legg was elected pres., Ferdinand A. Meyer, vice-pres., and James B. Hessong, sec'y-treas. The executive com'ite consists of John H. Gildea, chairman, Harry M. Rever, vice-chairman, J. Barry Mahool, John J. Snyder and Jos. M. Warfield. The new directors are Ferdinand A. Meyer, J. Barry Mahool, Jos. M. Warfield, J. A. Manger and A. D. Cover.

Some of the leading grain merchants of this city have complained that farmers were sending their grain to Philadelphia and other Northern cities in carload lots, because it was impossible for them to get elvtr. or warehouse facilities in Baltimore. In many instances, it was asserted, grain shipped to Baltimore in boats has lain in the bottoms for a month or 6 weeks at a time, while grain from Canada and the Northwest was being poured into the local elvtrs. from freight trains brot here over the Baltimore and Ohio, Pennsylvania and Western Maryland. The grain dealers claim that railroads discriminate against the Maryland farmer because it is more profitable to handle grain from Canada and the Northwest on account of the revenue from long hauls.

MICHIGAN

Munger, Mich.—I am no longer in the grain business.—A. S. Tennant.

Elwell, Mich.—Wm. Hutchingson is the new mgr. of the Gleaners Farmers Elvtr. Co.

Highwood, Mich.—This station is in need of an elvtr. which will probably be built soon.

Jackson, Mich.—The elvtr. of the Stockbridge Elvtr. Co. was broken into Jan. 24 and a bag of beans stolen.

Edmore, Mich.—W. C. Clark, of Pontiac, has succeeded J. H. Gibbs & Co. in the grain and milling business.

East Lansing, Mich.—Martha Powlowski, a Huron county girl, 15 years of age, is Michigan's champion bean grower. She grew an average of 36 bus. to the acre.

St. Clair, Mich.—If the Michigan Central R. R. lays a track here an elvtr. will be built and the mill enlarged.

Allegan, Mich.—The office of the Allegan Mfg. Co., elvtr. owners, was recently robbed of a small amount of money.

Coleman, Mich.—S. A. and R. H. Hursh have installed a 15-h. p. electric motor and grinding machine in their elvtr.

Monroe, Mich.—John Wahl, grain, hay and produce dealer, who built elvtrs. on the Pere Marquette R. R., died recently.

Rogers City, Mich.—The Friedrich Mfg. Co. is installing an elvtr. in its mill to handle grain, potatoes and other produce.

Sturgis, Mich.—Robbers broke into the elvtr. of Blue & Gilliams Jan. 31 but only succeeded in getting 50c for their trouble.

Deford, Mich.—Eli Stout, formerly mgr. of the Kingston Grain Co., is now in charge of the grain, banking and lumber business of the Cass City Grain Co. at this place.

Dighton, Mich.—We expect to build an elvtr. this summer and have bot Ed. Dean's feed mill, which will make a good storehouse.—J. Harry Smith, mgr. Dighton Grain Co.

Detroit, Mich.—As the duties of Wm. Recker, chief grain inspector and weighmaster, are very heavy, the directors of the Board of Trade are discussing the division of the 2 offices.

Orion, Mich.—Howland & Jossman, of Oxford, are negotiating with the railroad for a site on which to locate an elvtr. Report states that the recently acquired elvtr. at Milford will be moved to this place.

Lansing, Mich.—A resolution recording satisfaction with the defeat of the carriers' proposal to change L. C. L. shipments of grain products from 5th to 4th class was adopted at the recent annual meeting of the Michigan State Millers Ass'n.

Fremont, Mich.—Frank Bradway has bot the interest of Joe S. Gerber in the Farmers Feed & Elvtr. Co. and will take active part in the conduct of the business which will be under the management of Thomas D. McBride, the other member of the company.

Detroit, Mich.—Improvements contemplated at the Detroit Union Ry. Elvtr. include an outside grain conditioner to facilitate airing and drying small grain that may become heated in the bins as the grain last year was very damp on account of the heavy rains.

Davisburg, Mich.—The firm of Stiles Bros., consisting of E. B. and F. S. Stiles, owning and operating a 30,000-bu. grain and bean elvtr. for the past 13 years, has dissolved partnership. F. S. Stiles, junior member, who has had charge for the past 7 years, has taken over the interest of his brother.

Kalamazoo, Mich.—The Glen B. Kent Grain & Produce Co. has taken over the elvtrs. at this place, Allegan, and Tuskin, of the Morris Kent Co., which, while it did not go into the hands of a receiver, found it necessary to make an assignment of all its plants last November. The company's other elvtrs. are closed and Mr. Kent has not decided what disposition he will make of them.

Detroit, Mich.—The Michigan Bean Jobbers Ass'n held its annual mid-winter meeting in this city Jan. 27 at the Hotel Cadillac. Following the reports of the officers, com'ites and other necessary business matters the convention was called to order by Pres. W. J. Orr, of Saginaw. Chas. B. Warren, pres. of the Chamber of Commerce, delivered the address of welcome. Speeches and discussions followed including "Trade Rules that Ought to be Incorporated in Contracts," by C. E. Noyes, of Jackson; "Government Rulings," by E. L. Wellman, of Grand Rapids; "Living Up to Trade Rules: Our By-Laws and Constitution," by M. J. Hart, of Saginaw; "European Bean Growing and Marketing," by Paul Strauss, of Budapest, Hungary, and "Decomposition in Beans

and its Detection," illustrated by stereopticon views, by Dr. B. J. Howard, in charge of the micro-chemical laboratory at Washington.

MINNESOTA

Bejou, Minn.—Farmers are discussing the erection of an elvtr.

Northrop, Minn.—A. C. Becker has bot the elvtr. of the Hubbard & Palmer Co.

Faribault, Minn.—L. H. Dickey has been retained as mgr. of the Farmers Elvtr. Co.

Belview, Minn.—The Farmers Grain & Fuel Co. has put a new cleaner in its elvtr.

Renville, Minn.—Mr. Langor has succeeded H. H. Gamble as agt. of the Pacific Elvtr. Co.

Dennison, Minn.—E. G. Farrankop has been retained as sec'y-mgr. of the Farmers Mercantile & Elvtr. Co.

Redwood Falls, Minn.—A new grain cleaner has been installed in the elvtr. of the Farmers Grain & Fuel Co.

Stillwater, Minn.—The Stillwater Equity Market Co. is discussing the erection of a warehouse in addition to its elvtr.

Hope sta. (Amboy p. o.), Minn.—A. C. Anderson, agt. of the Speltz Grain & Coal Co., is the proud father of a baby boy.

Montgomery, Minn.—The Commander Elvtr. Co. has remodeled its mill and increased its steel grain storage to 500,000 bus.

Okabena, Minn.—H. L. Michaelson, mgr. of the Farmers Elvtr. Co., was married recently at Chicago, Ill., according to report.

Lyle, Minn.—The report that I will build an elvtr. is incorrect. I am erecting a custom feed mill for grinding only.—A. L. Shulean.

Wells, Minn.—The Wells Mfg. Co. contemplates the erection of 2 elvtrs. of 100,000 bus. capacity each as well as other improvements.

Canby, Minn.—Henry Legas has resigned as agt. of G. W. Van Dusen & Co., and is now with the Cannon Valley Mfg. Co., at Cannon Falls.

Morristown, Minn.—We installed a sprinkler system for fire prevention last year but have done no recent remodeling or erected additional storage.—Mr. Nussbaum, of the Big Diamond Mills Co.

Bird Island, Minn.—Our elvtr., which burned Jan. 10, was insured for \$4,000, and the grain up to \$10,000. There was about 2,500 bus. of grain in the elvtr. at the time. It will not be rebuilt.—Alva W. Dannels, mgr. Farmers Union Elvtr. Co.

Lamberton, Minn.—The elvtr. of the Farmers Elvtr. Co., containing about 20,000 bus. of grain besides coal and flour, was completely destroyed Jan. 19 by fire which is said to have originated in a stove in the office. Loss, \$8,000; insurance, \$6,500. The company is planning to rebuild a brick elvtr. at once.—M.

DULUTH LETTER.

A. W. Frick, local mgr. for the Van Dusen-Harrington Co., is now in Florida with his wife.

The reappointment of Chas. Bryant as a member of the Minneapolis State Board of Appeals on Aug. 1 has been recommended by a vote of the members of the Board of Trade.

H. S. Newell was elected pres., Wm. Grettum, vice-pres., W. C. Johnson, sec'y, and H. S. Newell, W. W. Bradbury, S. A. Hoover and M. M. McCabe, directors of the Grain Merchants Ass'n at its recent annual meeting.

Mgrs. of the elvtr. companies here have placed the elvtr. yards under patrol. They have become alarmed by alleged incendiary fires in Canada and reported attempts to destroy goods destined for shipment to the allies. Large quantities of bonded grain are taking the Duluth route

and the elvtr. men are afraid that attempts will be made to burn the elvtrs.

MINNEAPOLIS LETTER.

A. M. Sheldon, mgr. of the Imperial Elvtr. Co., has sold his interest in the company and is now in the banking business.

Geo. C. Bagley, pres. of the Geo. C. Bagley Elvtr. Co., sustained a loss of about \$10,000 recently when his home was damaged by fire.

F. M. Turnbull will engage in the grain business here with offices in the Flour Exchange. He has been in the grain business at New York for 15 years.

The erection of a 1,000,000-bu. concrete elvtr. is contemplated by the Soo Railroad for the benefit of shippers on its line. It is expected to be in operation by Sept. 1, according to report.

A general complaint charging that grain weighing and inspection methods of the state railroad and warehouse commission work gross injustice to the growers and benefit elvtr. and commission men was filed Jan. 24 by State Representative Magnus Johnson with the state efficiency and economy commission.

The state railroad and warehouse commission will give a hearing Feb. 18 on the question of minimum weights for grain, flour and feed in carlots. Greater uniformity is desired as there is none regarding minimum requirements for sacked grain and no rule as to the minimum that may be used when a large car is substituted for the smaller car ordered by the shipper.

The following memberships in the Chamber of Commerce have been transferred: From Judd E. Williams to T. H. Hagen, D. J. Leary to F. M. Turnbull and from A. J. Norby to Sam Hoover. C. W. Peterson has requested his membership transferred to Judd F. Williams and the firm membership has been transferred from Jameson, Hevener & Griggs, of St. Paul, to Jameson, Hevener & Co.

The "common rate point" order of the state railroad and warehouse commission following the trial of the appeal of the 10 railroads affected was sustained by Judge J. C. Michael of the Ramsey county district court on Jan. 29. The ruling declares the commission's order valid and denies the protest of the carriers that it is discriminatory and unconstitutional. The roads asked and were granted a stay to Feb. 10, to permit an appeal to the state supreme court.

The United Flour Mills Co. has filed an involuntary petition in bankruptcy. Liabilities, \$300,000; assets, \$160,000. The company controls the business of the Sleepy Eye, Queen Bee and the Albert Lea Mfg. Companies, having taken over the plant here and the line of elvtrs. of the Sleepy Eye Mfg. Co., which went into the hands of a receiver Feb. 10, 1909. The United Flour Mills Co. was incorporated in January, 1911, with a capital stock of \$500,000, with A. C. von Hagen as pres. and Wm. F. Kelm, sec'y. E. A. Thayer has been named as receiver. The Queen Bee Mill at Sioux Falls, S. D., has been closed.

The 9th annual convention of the Minnesota Farmers Grain Dealers Ass'n, which will be held at the West Hotel Feb. 23, 24 and 25, will be called to order by Pres. H. R. Meisch. The address of welcome will be delivered by Mayor Wallace G. Nye, followed by the reports of the sec'y and treas. Ira D. McVicker, pres. of the Iowa F. G. D. A., will speak on "What Good the State Ass'n Has Done for Iowa." Iver Henjum, of Hartford, S. D., on "From the Manager's Standpoint," S. D. Works, commissioner of insurance for Minnesota, on "Mutual Insurance," Dean A. F. Wood, University of Minnesota, on "Standardization," and several other prominent men will speak on other subjects. A banquet will be given by the Chamber of Commerce on Feb. 24 and the election of officers will take place Feb. 25.

The Marfield Grain Co. and the Gilfillan-Remond Co. have brot suit against the Twin City Trading Co. They complain that they ordered grain into the elvtr. of the Twin City Trading Co., which company delivered same to R. J. Johnston on his order as buyer. These suits are the outgrowth of the failure of the R. J. Johnston Grain Co., as the plaintiffs endeavored to hold the Twin City Trading Co. responsible for their loss following Mr. Johnston's failure. Since the trading company is acting simply as a storage company for hire and complied with the trade customs which have been in force here for 20 years, it disclaims responsibility.

MISSOURI

Centralia, Mo.—Crump & Humphrey contemplate the erection of steel elvtrs.

Mexico, Mo.—Jas. E. Bennett & Co., of Chicago, Ill., have recently opened a branch office in this city.

Monett, Mo.—The business of the Patterson Mlg. Co., prop. of a 20,000-bu. elvtr. and mill, has been placed in the hands of a receiver.

Breckenridge, Mo.—An elvtr. will be erected in the spring according to report. —P. F. Maxwell, of Green & Tooley Elvtr. Co., Lock Springs.

Dexter, Mo.—The Scott County Mlg. Co. plans the erection of a new elvtr., twice the size of the present house, providing a site can be secured.

Brookfield, Mo.—Cutler & Smith bot the grain business of Hanscom & Foster about 2 weeks ago and the latter firm is now out of business.—Clements Mlg. Co.

Ash Grove, Mo.—The Ash Grove Mlg. & Electric Co., prop. of a 30,000-bu. elvtr. and 400-bbl. mill here, is not operating its plant at present. W. N. Veirs has been appointed trustee.

Pierce City, Mo.—J. W. Vance, operating a 75,000-bu. elvtr. at this station and also at Berwick, died Jan. 14. The business will be continued by his brother, E. C. Vance, together with R. P. McReynolds, under the name of the J. W. Vance Estate.

Republic, Mo.—The Langenberg Mlg. Co., which recently succeeded the Becker & Langenberg Mlg. Co., will be incorporated with a capital stock of \$100,000 with C. H. Langenberg as pres., H. H. Langenberg, vice-pres., F. W. Langenberg, sec'y, and M. L. Kauffman, general mgr.

KANSAS CITY LETTER.

More than \$10,000 worth of grain was destroyed Jan. 23 in a fire caused by spontaneous combustion in the elvtr. of the A. J. Poor Grain Co. The grain and elvtr. were insured.

Affidavit of Weight

WHEN YOU find it necessary to make a sworn statement of the amount of grain loaded into a car, use our **AFFIDAVIT of WEIGHT** blanks.

They are put up in books of 50, size 5½x8½ inches, printed on white bond paper, machine perforated so they may be easily torn out. Each blank contains the following information:

—being first duly sworn, on his oath says that on the — day of — 191—, he, acting as agent for — at — in the State of — carefully and correctly weighed — draughts on — Hopper — Automatic — Wagon — Track Scales amounting to — lbs. equal to — Bushels of No. — and loaded direct or thru bin to Car No. — Initial — for shipment to Messrs. — at — in the State of — and that said car was in — condition and properly sealed when delivered to the — Railroad; with space for signature of Notary Public. ORDER FORM No. 7 A. W. Price 50c.

GRAIN DEALERS JOURNAL

315 South LaSalle St. Chicago, Ill.

A branch office has been established here by Jas. E. Bennett & Co., of Chicago, Ill.

T. J. Brodnax, of Brodnax & McLiney, who recently underwent an operation for appendicitis, has fully recovered.

Future trading in kafir corn has been established at this market by a unanimous vote of the members of the Board of Trade for this amendment to the rules.

Geo. M. Vogt has been admitted to membership in the Board of Trade on transfer from E. G. Rall and Boyd C. Moore on transfer from E. F. Edgecomb. —E. D. Bigelow, sec'y.

Boyd C. Moore, of the Moore-Lawless Grain Co., has been admitted to membership in the Board of Trade. D. C. Bishop, of the Scoular-Bishop Grain Co., Superior, Neb., has bot the membership of C. E. Waldron for \$5,250 which includes the transfer fee.

ST. LOUIS LETTER.

The Stanard-Tilton Mlg. Co. is occupying new offices in the Pierce Bldg.

A second and final dividend of 8½% has been received by the creditors of the defunct firm of Connor Bros. & Co.

T. C. Taylor, traveling representative for the Seele Bros. Grain Co., has applied for membership in the Merchants Exchange.

Under the rules of the Merchants Exchange the Exchange Elvtr. operated by Geo. Harsh & Co., has been declared "regular."

Bert Forester, in charge of the private wire of Logan & Bryan, of Chicago, Ill., on Feb. 1 succeeded Wm. A. Rooke, who has represented the company here for over 25 years. Manuel Fischer will act as ass't mgr.

F. J. Sommers, of the Hunter Grain Co., R. J. Canole, of the J. H. Teasdale Commission Co., T. C. Taylor, of the Seele Bros. Grain Co., and W. A. Elam, of the Valier & Spies Mlg. Co., have applied for membership in the Merchants Exchange.

MONTANA

Whitehall, Mont.—An elvtr. and grist mill will be built here in the spring.

Homestead, Mont.—The Farmers Elvtr. Co. has added a fireproof vault to its office equipment.

Miles City, Mont.—Wm. O'Laughlin, of Baker, is looking for a site on which to erect an elvtr. at this place.

Zurich, Mont.—T. B. O'Neil was placed under arrest on a charge of theft when he sold a load of 66 bus. of flax at the elvtr. here for which he received \$118.60.

Boyd, Mont.—The Farmers Elvtr. Co., of Red Lodge, is operating a warehouse and car loader at this station.—Geo. A. Johnson, agt. Occident Elvtr. Co., Roberts.

Delphia, Mont.—Handel Bros., operating an elvtr. at Musselshell, are making arrangements to build an elvtr. at this place where they are already receiving grain.

Ravalli, Mont.—J. H. Hanson is agt. of the 10,000-bu. elvtr. of the Reservation Farmers Grain Co. which was built last November.—J. W. Carr, agt. Beckwith Mercantile Co.

Three Forks, Mont.—Plans for the erection of 4 elvtrs. have been made by the Three Forks Mlg. Co. These will have a capacity of from 30,000 to 40,000 bus. each and will be built in the spring on the new Radersburg Ry.

Great Falls, Mont.—The Montana Flour Mills Co. has increased its capital stock from \$500,000 to \$1,000,000. Work will be started soon on the erection of a 300,000-bu. fireproof elvtr., consisting of 10 concrete grain tanks, in connection with its proposed 1,500-bbl. mill. The company will acquire or build a sufficient number of elvtrs., at stations in northern and central Montana tributary to Great Falls, to originate the wheat required.

NEBRASKA

Kimball, Neb.—A farmers elvtr. company is being organized here.

Glenville, Neb.—The Platte Grain Co. has installed an electric motor.

Pleasant Dale, Neb.—A farmers elvtr. for this place is being discussed.

Phillips, Neb.—Levi E. Otto, pres. of the Phillips Grain Co., died recently.

Rockford, Neb.—S. J. Douglass has bot the elvtr. of the Central Granaries Co.

Aurora, Neb.—Harry Toof has been retained as mgr. of the Aurora Elvtr. Co.

Diller, Neb.—Frank Hale has been retained as mgr. of the Farmers Grain Co.

Wabash, Neb.—J. C. Brown has succeeded C. E. Pool as pres. of the Wabash Grain Co.

Blue Springs, Neb.—William Craig has been chosen sec'y-mgr. of the Farmers Elvtr. Co.

Prague, Neb.—J. V. Kaspar has been retained as mgr. of the Farmers Grain & Stock Co.

Thayer, Neb.—Harry Fitzpatrick has been retained as mgr. of the Farmers Grain Ass'n.

Clay Center, Neb.—The Updike Grain Co., of Omaha, has bot and taken possession of the elvtr. of E. Stockham.

Memphis, Neb.—W. A. Frohardt, of Omaha, is now mgr. of the Farmers Union Elvtr. Co., succeeding W. D. Russell.

Ithaca, Neb.—J. T. Wright, of Beatrice, has succeeded Wm. F. Schneider, who recently resigned as agt. of the Duff Grain Co.

Wahoo, Neb.—We have changed from gas engine power to electric power at our elvtr.—J. Kearney, of Farmers Co-operative Co.

Pickrell, Neb.—J. R. Wilson, mgr. of the Farmers Elvtr. Co., and his son, Ray, have recovered from a recent attack of typhoid fever.

Denton, Neb.—A. C. Olsen has been hired as mgr. of the elvtr. and coal sheds which the Farmers Elvtr. Co. took over from Isaac N. Meyers.

Barneston, Neb.—Julius Vogel is pres. and Frank Malicky, sec'y of the recently incorporated Farmers Elvtr. Co., which took over an elvtr. here.

Ruskin, Neb.—E. E. Smith, of Lincoln, is now agt. of the Lincoln Grain Co. Bert Smith, his brother, is mgr. of the Farmers Grain & Coal Co.

Lincoln, Neb.—W. D. Russell has engaged in the grain brokerage business here. He was formerly mgr. of the Farmers Elvtr. Co. at Memphis.

Amboy, Neb.—The Amboy Mlg. & Elvtr. Co. will have its new concrete elvtr. and mill completed about Feb. 20 to replace the plant which burned last year.

Fairfield, Neb.—The Farmers Union has taken possession of the elvtr. it recently bot from the Clay County Grain Co. A. E. Hockman, mgr., has secured a position at Hastings.

Kearney, Neb.—As the bids for the elvtr. of the Buffalo County Farmers Elvtr. Co. were unsatisfactory, the company has decided to receive other bids up to Mar. 4.

Sidney, Neb.—The stockholders of the C. W. Hornaday Merchandise & Grain Co. have bot the shares of C. W. Hornaday and he no longer holds any interest in the company.

Lindsay, Neb.—We will build a new 30x32x36 ft. elvtr., with a capacity of 25,000 bus., equipped with a cleaner, feed mill, 20-h. p. engine and 20,000-lb. hopper scales. We want a balloon house.—Farmers Elvtr. Ass'n.

Benkelman, Neb.—We sold our elvtr. to the Farmers Equity Exchange for \$5,500. However, we are still in business at this point. The farmers did not take over the stock on hand which amounted to the season's ear corn, that still being in the cribs.—O. M. Kellogg.

Kearney, Neb.—Cecil Gibbons has returned from California and resumed the management of the elvtr. of the J. P. Gibbons Grain Co. His son will assist him in the office.

Rokeby, Neb.—We have bot the elvtr. of Bert Bunnell at this place and will be ready for business about Feb. 15.—John A. Spellman, mgr. Farmers Grain & Lumber Co., Sprague.

Hastings, Neb.—Clarence J. Miles, a grain dealer of this city and prop. of a line of elvtrs., has announced his candidacy for the nomination for governor on the Republican ticket.

Cambridge, Neb.—The Farmers Elvtr. Co. held a meeting of the stockholders to decide about selling its elvtrs. The meeting resulted in a decision to sell more stock and keep the elvtr.

Peru, Neb.—The Farmers Union has been organized with E. S. Canady as pres. and Harry Hutchinson, sec'y. The erection of an elvtr. is contemplated as soon as the weather permits.

Arapahoe, Neb.—The Farmers Grain Ass'n is not planning the erection of a mill and I do not know of any persons who are, as there is a good mill at this place now.—C. S. Fuller, mgr.

Arlington, Neb.—The Arlington Lumber & Grain Co. incorporated; capital stock, \$30,000; incorporators, Henry C. Rurup, H. E. Rurup and Gorton Roth. The company recently took over the Updike interests.

Ashland, Neb.—We have incorporated our grain and elvtr. business under the name of the Railsback Grain Co., with a capital stock of \$50,000. G. J. Railsback is pres. and general mgr., J. C. Railsback, vice-pres. and E. J. Rose, sec'y-treas. We have elvtrs. at this city, Greenwood, Leshara, Malmo, Ithaca and Wann.—Railsback Bros.

Monroe, Neb.—The elvtr. of the T. B. Hord Grain Co. was discovered to be burning about 9:15 p. m. on Jan. 28. It was a 22,000-bu. iron clad cribbed elvtr. and was completed last May at a cost of \$8,000. Every indication points to incendiary origin. There was on hand 2,700 bus. of wheat, 3,200 bus. of corn, 1,200 bus. of oats and 54 bus. of rye. On Dec. 16, 1914, an elvtr. on this site was burned. The company is discouraged with its loss and it is doubtful if it will rebuild.—John Gibbon, agt.

OMAHA LETTER.

Steel furniture has been installed in the new offices of the Crowell Elvtr. Co. in the Grain Exchange Bldg.

J. F. Twamley, Son & Co. have opened an office in the new Grain Exchange Bldg., in addition to their main office at their elvtr.

W. J. Hynes, J. W. Redick and C. D. Sturtevant have been appointed to act as a com'te on publicity for the new Grain Exchange Bldg.

C. D. Sturtevant, sec'y-treas. of the Cavers-Sturtevant Co., sold his interest in the company and on Feb. 1 became a member of the Trans-Mississippi Grain Co.

The Dawson Grain Co., of Linwood, operating a line of elvtrs. in Nebraska, has engaged in the cash grain business with offices in the new Grain Exchange Bldg.

E. G. Hudnall and C. E. Kern have joined forces and engaged in the grain commission business under the name of Kern & Hudnall, with offices in the new Grain Exchange Bldg.

The National Grain Co. entered the cash grain business Feb. 1, with offices in the new Grain Exchange Bldg. Theodore Waxman, for a number of years with the Nye-Schneider-Fowler Co., is head of the company.

The headquarters of the Leopold, Hoesel Grain Co. on Mar. 1 will be moved from Sioux City, Ia., to this city. The business here will be conducted under the name of the Leopold, Todd Grain Co. with offices in the Grain Exchange Bldg.

The Cavers Elvtr. Co. will hereafter operate the elvtr. business of the Cavers-Sturtevant Co. and the grain commission business will be conducted under the name of the Cavers Commission Co., with J. A. Bender, recently elected sec'y, in charge.

The Western Grain Co. is a subsidiary company, organized and owned by the Trans-Mississippi Grain Co., and will have nothing to do with the terminal elvtr. business of the company. The Western Grain Co. will operate a few country elvtrs.

The Grain Exchange is now located in its new building and office room in it has been secured by practically every grain dealer of this city. As soon as the clock struck 12 on Jan. 29 in the old quarters on the 8th floor of the Brandeis Bldg., which the exchange had occupied for 12 years, a lively time started. The air was filled with chairs, tin pans and loose grain for half an hour, the older members taking as active a part in the fun as the younger set.

NEW ENGLAND

Hartford, Conn.—The Spencer Grain Co. will erect a new building, 80x135 ft.

South Paris, Me.—Alonzo E. Shurtleff, at one time engaged in the grain business here, died Jan. 23.

Worcester, Mass.—Frederick A. Lincoln, aged 75 years, formerly of Garland & Lincoln, died Jan. 30 at Redlands, Cal.

Great Barrington, Mass.—John A. Griffith, who has been in the grain and feed business, has bot a farm and will retire from business.

Providence, R. I.—The state harbor improvement commission in its annual report to the Assembly has called attention to the necessity of having a grain elvtr. at this place.

Bar Harbor, Me.—Nickerson, Spratt & Greeley Co. incorporated to handle grain, flour and general merchandise; capital stock, \$50,000; incorporators, Walter E. Nickerson, Frank Spratt and Henry E. Greeley.

Boston, Mass.—James A. Yantis, a retired grain dealer, died Jan. 27, after an illness of 2 months' duration. He was a member of the Chamber of Commerce and was at one time in the grain business at Chicago, Ill.

Boston, Mass.—Arthur W. Jordan, who has been representing the Armour Grain Co. here, was presented with a gold watch and chain, on his departure for Chicago, Ill., to which place he has been transferred by the company.

Westfield, Mass.—Jos. Ormes, Jr., former station agt., of Congamond, and Elmer Flinton were arrested charged with disposing of \$3,800 worth of property other than their own. They came here and advertised themselves as "Ormes & Flinton, Dealers in Grain, Hay, Lumber and Feed." They sold the lumber in Granby and Northampton and the hay in small lots in Granby, West Suffield and Southwick.

NEW YORK

Ironton, N. Y.—The Federal Mfg. Co., of Lockport, N. Y., will probably build an elvtr. and flour mill this year on the site which it bot some time ago.

Washingtonville, N. Y.—An elvtr., office and mill, of concrete and iron, will be built in the spring by the Thos. Fulton Co. to replace its plant which burned some time ago.

Lyons, N. Y.—Our new elvtr. has a capacity of 15,000 bus. We will handle grain and beans. The picking capacity, of 24 pickers, is about 60,000 bus. a year.—Vanderveer & Coleman.

Albany, N. Y.—A bill providing for state inspection of all elvtrs. where grain is sold in bulk was introduced by Senator John B. Mullan. The bill provides that the state dept. of weights and measures send an inspector to any city or place where grain is sold in bulk to see that full measure is given.

BUFFALO LETTER.

A small blaze was discovered Jan. 28 in a grain bin at the elvtr. of the Globe Elvtr. Co., causing a slight damage of about \$10.

The firm of John J. Heinold incorporated to deal in grain; capital stock, \$50,000; incorporators, Wm. J. Heinold, Anna F. Fischer and L. E. Coffey.

Fire in the cleaning house of Mill "A" of the Washburn-Crosby Co. recently caused an estimated damage of \$2,000. The machinery or cleaning house were not damaged except by water.

A 1,000,000-bu. annex will be built to the Concrete Elvtr., owned by the Eastern Grain, Mill & Elvtr. Corporation. The Monarch Engineering Co. has the contract and will start work about Feb. 15.

NEW YORK LETTER.

George W. Blanchard, who has been in the grain business for many years, is now sec'y-treas. of the North American Export Grain Ass'n.

Theodore I. Husted, at one time junior partner of Jesse Hoyt & Co. and actively engaged in the grain business, died recently, aged 79 years.

Henry Leverich, representing the Hall-Baker Grain Co., of Kansas City, Mo., Victor E. Newcomb, of Morrow & Co., Herbert R. Robson, H. D. Burbridge, and Wm. R. Halligan, representing A. O. Slaughter & Co., of Chicago, Ill., have applied for membership in the Produce Exchange. Bernard Diamant, grain importer of Antwerp, Belgium, has been admitted to membership.

E. T. Cushing and E. R. Carhart spoke on the matter of proper facilities for the handling of canal grain on the opening of the Barge Canal at the annual dinner of the oats trade of the Produce Exchange, which includes dealers in other commodities also, that was held Jan. 22 at the Waldorf-Astoria Hotel. Among the out of town guests in attendance were: Frank G. Ely, L. F. Gates, Chas. L. Dougherty, F. W. Thomas and F. S. Lewis, Chicago, Ill.; E. J. Grimes and Henry M. Stratton, Milwaukee, Wis.; H. E. Hughes and H. D. McCord, Minneapolis, Minn.; J. R. Morris and S. H. Young, Philadelphia, Pa.; Eugene McDonald, Boston, Mass.; John B. Yeager, Wilkes-Barre, Pa.; F. A. McLellan, Buffalo, N. Y.; S. C. Christopher, Kansas City, Mo.; C. A. Pease, Hartford, Conn.; James E. Bergin, Nanticoke, Pa., and B. D. Crawley, of Buenos Ayres, Argentina.

NORTH DAKOTA

Alkabo, N. D.—J. H. Heckman is now sec'y-treas. of the Farmers Elvtr. Co.

Edinburg, N. D.—Joe Mandt, agt. for the Duluth Elvtr. Co., was recently robbed of \$30.

Lawton, N. D.—The elvtr. of the Minnesota & Western Grain Co. has been closed for the season.

Oakes, N. D.—The Knox Grain Co. is figuring on doing some repair work on its elvtrs. here and at Glover.

Kempton, N. D.—W. R. Cummings is pres. of the Farmers Elvtr. Co., succeeding W. W. Wilcox, who died Dec. 18.

Furoki, N. D.—S. T. Hawke is pres. and V. C. Smith mgr. of our company.—F. H. Kunkel, sec'y Farmers Elvtr. Co.

Pembina, N. D.—The engine house at the elvtr. of the Pembina Grain & Lumber Co. was discovered to be on fire recently.

Colgate, N. D.—As our elvtr. burned last November, we are out of business for a while.—W. H. Furlong, sec'y Farmers Elvtr. Co.

Hague, N. D.—Construction work will soon commence on the new elvtr. of the Reliance Elvtr. Co., which will replace the house that burned Dec. 31.

Tasker, N. D.—The Smith-McClure Grain Co. is figuring on building a 12,000-bu. elvtr. at this station. This will make the first elvtr. for this place.—X.

Donnybrook, N. D.—J. H. Lynch has closed a deal with the Donnybrook State Bank whereby he becomes sole owner of the elvtr. he has been operating for the bank.

Ree, N. D.—I was asst't grain buyer for the Expansion Lumber & Mercantile Co. As the house is full and not being able to buy, I am spending the rest of the winter at Granada, Minn.—C. R. Oliver.

Manvel, N. D.—Our recently completed elvtr. has a capacity of 30,000 bus. and has a 240-ton coal shed in connection. Wm. O'Keefe is grain buyer here for our company.—Walter M. Jones, pres. Levant Elvtr. Co.

Minnewaukan, N. D.—The Andrews Grain Co. is now operating the elvtr. which it bot from the Great Western Grain Co. It has sold its old house which will be torn down this summer.—C. H. Sheldon.

Grand Forks, N. D.—According to the North Dakota law, holders of grain storage tickets may receive delivery at any grain terminal, or may demand return of the actual grain. In the latter case elvtr. companies must ship in the grain for delivery if it is not in the warehouse.

Grand Forks, N. D.—Parties holding mortgages on grain warehouses and grain therein have sometimes attempted, thru assignment by mortgage, to collect the insurance on stored grain. The railroad commission holds that insurance on stored grain in the warehouse, or in transit, is a trust fund for the benefit of the owner of the grain.

Sykeston, N. D.—We contemplate the erection of a 70,000-bu. elvtr. and 2-story warehouse, on the Northern Pac. R. R. in the spring. We will clean all grain before it leaves the elvtr. and will grind feed from dockage, etc. Later we expect to erect a small flour mill in connection. Our company is only in the formative stage now.—C. R. Renner, mgr. Farmers Elvtr. Co.

Haynes, N. D.—The elvtr. of the Farmers Equity Union, containing about 5,000 bus. of grain and a quantity of flour, burned recently. Loss, \$10,000; covered by insurance. The company's books and a portion of the flour was saved. Two nearby elvtrs. were threatened with destruction. Chas. Wilhelm was mgr. The fire is thot to have started from a hot box in the cupola.

Grand Forks, N. D.—The 5th annual convention of the Farmers Grain Dealers Ass'n of North Dakota will be held in this city Feb. 29, Mar. 1 and 2, with headquarters at the Hotel Dakota. The meeting will be called to order by Pres. P. A. Lee, of Pecan, and the address of welcome will be delivered by Mayor Jas. Dinnie and R. B. Griffith, pres. of the Commercial Club. P. E. Knudson, of Eckelson, will speak on "Hedging," M. C. Gaulke, of Thompson, on "Railroad Tax," John T. Belk, of Henry, S. D., on "Farmers Mutual Co-operative Insurance," John R. Humphrey on "Bookkeeping," illustrated with lantern slides and charts, and J. D. McVicker, pres. of the Iowa F. G. D. A., on "What Farmers Grain Dealers Ass'n Has Done for Iowa." Addresses on other subjects will be delivered by many prominent speakers. The reports of the sec'y, treas. and com'ites and the election of officers will take place Mar. 2.

OHIO

Steubenville, O.—We are track buyers.—Rhodes & Neiger.

Republic, O.—Farmers are organizing a company to build an elvtr.

Elyria, O.—The Elyria Mill & Elvtr. Co. has purchased a new grinder.

Findlay, O.—Farmers in this section are organizing an elvtr. company.

London, O.—I am mgr. of the Farmers Grain & Merchandise Co.—J. A. Eyer.

Gibsonburg, O.—The Gibsonburg Elvtr. Co. contemplates the installation of a manlift.

Bellevue, O.—I became mgr. of the Farmers Grain Co. the first of the year.—Wm. C. Keiner.

Columbus, O.—G. W. Dencer, of Roscoe, is now mgr. of the elvtr. and mill of the Williams Mlg. Co.

Xenia, O.—Arthur Perrill, of the Xenia Grain Co., has been appointed a member of the board of health.

Osborn, O.—The capital stock of the Tranchant & Finnell Co. has been reduced from \$100,000 to \$60,000.

Beloit, O.—A. J. Stanley has installed a 90-h. p. engine in his elvtr. to take the place of the old steam engine.

Weston, O.—I sold my interest in the grain business here to Joan L. Underwood, as my health is failing.—Ed. Baldwin.

Weston, O.—C. S. Garster is now mgr. of the elvtr. of the Rural Grain Co., which will be improved in the near future.

Green Camp, O.—Green Camp Grain Co. incorporated; capital stock, \$6,000; incorporators, Ralph C. Peet, H. H. Gill and others.

Cleveland, O.—The Grain & Hay Ass'n contemplates hiring a paid sec'y, as there is a great deal of work attached to this office.

Corlett, O.—The Sheets Elvtr. Co., of Cleveland, has purchased a 3-acre yard and warehouse on the Erie R. R. at this station.

Cleveland, O.—J. E. Heniken, chief grain inspector of the Chamber of Commerce, was married last month to Miss Katurah Clayton.

Climax, O.—Ross Syler, grain, hay and stock dealer, has begun bankruptcy proceedings. He lists his debts at \$13,588.12, with assets of \$7,025.

Fostoria, O.—G. D. Jones, grain inspector for the Cleveland Grain Co. at Sheldon, Ill., before its elvtr. burned, has taken a similar position with the Churchill Grain Co. here.

Bloomdale, O.—An elvtr. will be built here by the Farmers Elvtr. Co., which has organized with a capital stock of \$15,000. The B. & O. R. R. Co. will furnish the site and build a side track.

Circleville, O.—The Rife & Morris Co. incorporated; capital stock, \$10,000; incorporators, C. M. Rife, Geo. W. Morris and others. The company operates 2 elvtrs. here and one at another station in Ohio.

Marion, O.—The Marion National Mill Co. has completed its 55,000-bu. reinforced concrete elvtr. which has been under construction for some time. The Burrell Engineering & Construction Co. had the contract.

Millersburg, O.—John T. Miller, senior member for 25 years of the firm of J. T. Miller & Sons, which has been succeeded by J. D. & J. L. Miller, died recently. The firm operates a 20,000-bu. elvtr. and mill here.

Cleveland, O.—The Sheets Elvtr. Co. has moved into its new office, which is a 2-story brick building. The interior is finished in fumed oak with new desks and telephone switch board to match. The old office will be turned into a retail store.

Malinta, O.—The first annual meeting of the Farmers Elvtr. Companies of Ohio will be held Mar. 6. The place of the meeting will be announced later. Mr. Parott, pres., will speak on "The History of the Farmers Grain Dealers Ass'n of Northwestern Ohio."

Van Wert, O.—H. H. Ludwig is pres. and J. W. McMillen general sales mgr. of the recently incorporated Van Wert Hay & Grain Co. We understand that it contemplates taking over the elvtr. at Cavett, operated by the Northern Grain Co.—Pierce Grain & Hay Co.

Deshler, O.—The newly incorporated Farmers Elvtr. Co. has purchased the elvtr. of the Henry County Grain Co. for \$12,000 and the elvtr. of the Farmers Grain Co. for \$6,000. The company will operate both houses with John Cain as mgr. and Henry Schnabel as sec'y.—H.

Scott, O.—The recently incorporated Van Wert Hay & Grain Co., of Van Wert, has built a loading station at this place.—Pierce Grain & Hay Co., Van Wert.

New Bavaria, O.—Improvements have been made at the elvtr. of the Farmers Elvtr., Grain & Supply Co., including a new seed cleaner, boiler and adding machine.

Sharonville, O.—Harry W. Howard, grain dealer and member of the Cincinnati Chamber of Commerce, with his wife, recently celebrated his silver wedding anniversary.

Lima, O.—At the meeting held in this city Feb. 4 to reorganize the Northwestern Ohio Grain Dealers Ass'n, about 25 dealers were in attendance. Another meeting will be held Feb. 18, at which a banquet will be held and a get-together good time enjoyed. It is expected to perfect the organization at this meeting.—W.

Columbus, O.—J. W. McCord, sec'y of the Ohio Grain Dealers Mutual Fire Ins. Co., in his annual statement issued Feb. 1 shows receipts of \$19,859 and disbursements of \$10,420 for the year. Losses paid were \$4,909. The company has no liabilities and its assets are \$17,739. The cost of insurance to members for the year was only 27% of the average basis rate.

Monroeville, O.—The elvtr. of Philip Horn, containing about 20,000 bus. of oats, some wheat and considerable corn, burned Feb. 2. Loss between \$25,000 and \$30,000; insurance about \$10,000. Three smaller buildings, containing several thousand dollars' worth of seed grain and farm implements, were saved. A shipment of 12,000 bus. of oats, which had just been received, was not insured. Altho Mr. Horn suffered a loss of about \$15,000, he will rebuild an up-to-date elvtr.

Fredericktown, O.—Eighteen petitions were filed against the Cockley Mlg. Co., A. B. Beverstock and C. M. Hildreth, involving 9,306 bus. of wheat. Plaintiffs say that A. B. Beverstock and the Cockley Mlg. Co. erected a warehouse here and placed C. M. Hildreth in charge of same, that they received wheat for storage, that same was shipped without their knowledge or consent, and that when demand was made by them for said wheat so stored there was no wheat in said grain elvtr. or warehouse, wherefore they pray that an accounting may be had.

Columbus, O.—Twelve bucket shops in 11 cities in this state were raided simultaneously at 11 o'clock on Feb. 4 by inspectors of the state banking dept. and the mgrs. were taken into custody on charges of violating the blue sky law and operating fraudulent securities jobbing agencies, according to announcement made shortly before noon by Harry T. Hall, supt. of banks. The raids were made on 2 establishments in Youngstown and one each in Dayton, Canton, Toledo, Akron, Marion, East Liverpool, Fremont, Piqua, Norwalk and Steubenville.

Perrysburg, O.—The recently incorporated Perrysburg Grain & Seed Co. will handle grain, seed, coal, fertilizer, and other commodities. Geo. Emmerick is pres., Conrad Kohl, vice-pres. and Ray Hartshorn, sec'y-treas. The company is negotiating with the C. L. Maddy Co. for its elvtr. at this place and Lime City. If it succeeds in purchasing these elvtrs., which are now leased to H. W. DeVore & Co., of Toledo, it will have the privilege of the joint rate inspection buro for reconsigning grain and it will not be necessary to erect a new warehouse.—W.

Proctor sta. (not a p. o.), O.—Wm. Bumgardner has brot suit against John and Grant McMorran, of St. Paris, for \$5,925 for doctor's bill, loss of time and injury received Feb. 11, 1915, at the elvtr. here. It is averred the "dog" and cogs of a windlass which was used to lift the front part of wagon beds were defective and that when the plaintiff had raised a wagon to the highest point he fell; that the "dog" failed to catch, allowing the crank to revolve; that while he was helpless, the revolving crank struck him repeatedly on the body, breaking one rib

and injuring several others. This accident, it is said, caused the plaintiff a loss of time amounting to \$900 and forced him to pay \$25 for medical assistance and that he suffered permanent injuries which he estimated at \$5,000.

CINCINNATI LETTER.

John DeMole, mgr. of Allen & Munson, was bereaved by the death of his mother recently.

Thomas B. Marshall, at one time prominent in the grain trade, died at Sidney recently.

O. C. Muchmore has been promoted to a higher position in the Richter Grain Co. with which he has been connected for many years. He has been admitted to membership in the Chamber of Commerce.

The name of McQuillan & Co. was changed Feb. 1 to McQuillan & Currus, by mutual arrangement, following a successful partnership for the past 10 years. The personnel of the company has not been changed.

William F. Ray, pres. and general mgr. of the Clifton Springs Distilling Co., and a director of the Chamber of Commerce, died suddenly of apoplexy. He bot grain extensively on the floor for many years. The Chamber of Commerce adjourned from 11 to 12 o'clock Jan. 22 in respect to his memory.

The grain com'ite for the Chamber of Commerce for the ensuing year is composed of C. S. Custer, chairman; W. H. Kramer, R. S. Fitzgerald, Dan B. Granger and W. G. Stueve. The discount com'ites on oats include Alfred Gowing, Frank J. Currus, Jos. Heuerman; on corn, John E. Collins, Jr., E. A. Fitzgerald, W. G. Stueve, and on wheat, rye and barley, Max Blumenthal, Henry M. Brouse and Geo. A. Schneider.

TOLEDO LETTER.

Wm. C. Brigham has gone with W. H. Morehouse & Co.

George Woodman, mgr. of the branch office of Rosenbaum Bros., of Chicago, Ill., recently underwent a successful operation for appendicitis.

Work has been started on the installation of the new grain conveyors at the East Side Iron Elevator. It is expected to have the work completed for the opening of navigation.

Manuel Treuhaft, who has been associated with the Paddock, Hodge Co. and W. H. Morehouse & Co. for a number of years, is now in the mercantile business on his own account.—W.

OKLAHOMA

Lookeba, Okla.—The crank shaft in the elevator of H. E. Warren broke recently.

Amber, Okla.—The Wheatland Mill & Elevator Co. will install a Boss Car Loader.

El Reno, Okla.—The elevator of the Canadian Mill & Elevator Co., which was damaged Dec. 21 by an explosion, has been repaired and a Richardson Automatic Scale installed.

Enid, Okla.—I am now in charge of the office of the Norris Grain Co. at this place, Mr. Blood having returned from Canada to take charge at Wichita, Kan.—F. S. Rexford.

Durant, Okla.—The elevator of the Durant Grain & Elevator Co., together with 5,500 bus. of corn, was destroyed Jan. 28 by fire of unknown origin. Loss on the building is \$6,000.

Yukon, Okla.—We expect to have the 500,000-bu. reinforced concrete elevator, for which we recently let contract, completed by June 1. It will be fireproof thruout.—J. F. Kroutil, pres. Yukon Mill & Grain Co.

Okarche, Okla.—The Farmers Elevator Co. has let contract for a 22,500-bu. elevator, with fireproof engine house, to replace its plant which burned Dec. 30. The company expects to have it completed by June 1. A 25-h. p. engine will be installed.

Mooreland, Okla.—An addition has recently been built to the elevator of the Farmers Trading Co.

Enid, Okla.—The Board of Trade has been organized here and is going very well. W. M. Randles is pres., M. C. McCafferty, vice-pres. and myself sec'y-treas. We have a membership of 35 and have Ware & Leland market wire with Goffe & Carkener, of Kansas City, Mo., in charge.—Ben U. Feuquay.

OREGON

Condon, Ore.—The Farmers Union of Gillman county will build elevators at this place and at Blalock.

PENNSYLVANIA

Lewisburg, Pa.—W. A. Deitrich, of Philadelphia, has bot the elevator and mill, operated as the Buffalo Flour Mfg. Co.

Quarryville, Pa.—Levan & Sons, of Lancaster, who have been operating the elevator and mill of J. F. Weaver at this place, will discontinue on Apr. 1.

Wysox, Pa.—The large grain elevator and storage building of the Wysox Produce Co., containing several thousand tons of grain, hay and straw, burned recently with a loss of about \$15,000.

Harrisburg, Pa.—I expect to go back into the wholesale grain business in the spring. I was ill for 2 years, so that the carload end of the business was neglected and only the retail part kept up.—H. C. Roth.

Hanover, Pa.—Alexander Kinneman, an employe of the Pennsylvania Mfg. Co., operating an elevator and mill, had both bones in his left arm broken recently. He was on top of a box car trying to open the brake with an iron bar, when the wheel, which was stuck, opened suddenly.

PHILADELPHIA LETTER.

J. F. Broddy has applied for membership in the Commercial Exchange.

The Commercial Exchange will hereafter, on the death of a member, send a beautiful floral offering.

Geo. M. Warner was appointed to serve on the grain com'ite this year and F. Marion Hall on the appeal com'ite.

The officers of the Commercial Exchange for the coming year are: Pres., Louis G. Graff; vice-pres., C. Herbert Bell; treas., Jos. W. Beatty. Directors are: J. A. Kilpatrick, E. H. Price, Robt. Morris, Geo. M. Richardson, Geo. M. Warner, W. H. Hahn and P. R. Markley.

SOUTH DAKOTA

Warner, S. D.—The Farmers Elevator Co. has installed a feed mill.

Mina, S. D.—The Farmers Equity Exchange has purchased a new safe.

Wetonka, S. D.—H. C. Cottrell has resigned as agt. of the Pacific Elevator Co.

Dell Rapids, S. D.—The Farmers Elevator Co. has purchased a flexible spout holder.

Frankfort, S. D.—P. W. Hansen is now mgr. of the 25,000-bu. elevator of the Frankfort Elevator Co.

Hartford, S. D.—Carl Doerr, of Rutland, has succeeded I. S. Henjun as mgr. of the Farmers Elevator Co.

Aurora, S. D.—Herman Severson, mgr. of the Farmers Elevator Co., became the proud father of a bouncing baby girl on Jan. 26.—M.

Egan, S. D.—Farmers Grain & Fuel Co. incorporated; capital stock, \$10,000; incorporators, Henry Elfers, C. A. Chamberlain and others.

Sisseton, S. D.—Emil J. Vaage and E. N. Judkins have bot the elevator and mill from H. L. Cortelyou, J. A. Rickert and J. A. McKeever.

Aberdeen, S. D.—About 50 of the traveling representatives and officials of the Atlas Elevator Co., of Minneapolis, Minn., will meet and hold a banquet this month.

Athol, S. D.—The 30,000-bu. elevator of the Eagle Roller Mill Co., containing a quantity of grain, mostly wheat, burned recently. Loss on the elevator, \$4,200, which, with the contents, was fully insured. The elevator was operated by Joe McNiff.

Iroquois, S. D.—We expect to rebuild our elevator, which burned Jan. 12, in the spring, but have not decided what kind of a house we will erect. Our elevator was valued at \$6,500, on which \$3,000 insurance was carried. The grain was fully insured.—Theophilus Bros.

Trent, S. D.—The 25,000-bu. elevator of S. M. Sorenson, containing about 5,000 bus. of grain, burned to the ground on Jan. 27. The fire was caused by an overheated stove. A favorable wind, together with the fact that all the grain was on one side of the building, saved the other 2 elevators.—A. I. Sinclair, mgr. Farmers Elevator.

Watertown, S. D.—At the annual meeting of the Farmers Co-operative Ass'n of South Dakota, held Jan. 25, 26 and 27, O. D. Anderson, of Corsica, was re-elected pres. for another year and John T. Belk, of Henry, was chosen as sec'y again. The following resolutions were adopted: That we renew our demands for the enactment of a law establishing complete federal grading and inspection of grain and federal supervision and control of storage in terminal elevators. That we recommend that Congress pass a bill providing a uniform B/L that the average shipper can understand and which shall require that the carrier give a receipt showing the amount and kind of produce received by them. A subscription was circulated having for its purpose the formation of the South Dakota Farmers Co-operative Grain Terminal Co. with capital stock of \$1,000,000, of which amount at least \$100,000 must be paid in. A banquet was given by 8 grain solicitors, and was greatly enjoyed by the mgrs.

SOUTHEAST

Atlanta, Ga.—The Roberts Brokerage Co. has opened a new office in the Walton Bldg.

Jacksonville, Fla.—The firm of Moore & Wright is now doing business under the name of O. H. Wright & Co.—George E. Leonard, sec'y Chamber of Commerce.

Birmingham, Ala.—A new 200x85½ ft. hollow tile warehouse, with concrete foundation, has been built, at a cost of \$7,500, by the W. M. Cosby Flour & Grain Co. in addition to its other grain storage facilities.

Montgomery, Ala.—We are just starting our grain elevator for sacking bulk and unloading grain, also a repacking flour plant. We are handling a great deal of local grain and also figuring on installing a corn plant soon. L. J. Drum, pres., Capital Grain & Feed Co.

Montgomery, Ala.—We expect to erect an elevator during the next several months. The construction, style and capacity has not been determined upon. It will be located on the L. & N. Ry. and will be driven by electric power. There are no other elevators in Montgomery. We expect to operate as the Hobbie Elevator Co.—H. M. Hobbie Grocery Co.

TENNESSEE

MEMPHIS LETTER.

J. L. Nessly has engaged in the grain and feed business in this city. He was formerly in the alfalfa and flour milling business at Newton and Mulvane, Kan.

Bluff City Grain Co. incorporated; capital stock, \$5,000; incorporators, F. E. Gillette, J. W. Jefferson and others. This company will conduct the branch business of the Gillette Grain Co., of Nashville.

Nat S. Graves has been appointed sec'y of the Merchants Exchange for the 27th time. W. J. Fransioli has been re-elected ass't sec'y and E. R. Gardner, chief grain and hay inspector. The following were appointed on the grain and

hay com'te: S. E. Rison, chairman; T. B. Andrews and C. F. Clarke, and on the membership com'te are Chas. Robinson, chairman; and L. R. Donelson.

TEXAS

Hico, Tex.—Victor F. Wieser, sec'y of J. F. Wieser & Co., grain dealers, died recently, aged 79 years.

Dublin, Tex.—The large elvtr. and mill buildings of the Dublin Mill & Elvtr. Co. are receiving a new coat of paint.

Sour Lake, Tex.—Sour Lake Grain Co. incorporated; capital stock, \$3,000; incorporators, J. E. Josey, R. C. Miller and Will Wharton.

Eldorado, Tex.—Eldorado Mercantile Co. incorporated; capital stock, \$40,000; incorporators, J. H. Scott, W. W. Scott and J. Van Steenwyk.

Friona, Tex.—Courtright & Warren have let contract for a studded iron clad elvtr. and feed grinding plant to the White Star Co. Work has already been started.

Galveston, Tex.—I am back in the grain business, engaged in the export of grain thru this port and am using the facilities of the Galveston Wharf Co.'s Elvtrs. "A" and "B."—Julius W. Jockusch.

Vernon, Tex.—The elvtr. of the Kell Mfg. Co. containing 40,000 bus. of wheat, 40,000 bus. of corn and considerable maize, was destroyed Jan. 27 by fire of unknown origin. The loss is covered by insurance.

Ft. Worth, Tex.—Carlton Smith has engaged in the grain business in the White Bldg. and will do business under the name of the Carlton Smith Grain Co. He was formerly bookkeeper for the Walker Grain Co.

Ft. Worth, Tex.—Julian A. Ivy, formerly with the Julian A. Ivy Grain Co., is now mgr. of our company and Mr. Officer has left this company and is now with the newly formed Carlton-Smith Grain Co.—Officer-Smith Grain Co.

Ft. Worth, Tex.—Membership in the Grain & Cotton Exchange has been applied for by the Patton-Rardin Grain Co. The company recently incorporated with a capital stock of \$50,000 and moved its headquarters from Texhoma, Okla., to the First National Bank Bldg. in this city.

Membership in the Texas Grain Dealers Ass'n has been granted to the American Coal & Grain Co., of Amarillo. The membership of Hughes & McCoy, of Howe, has been transferred to the J. A. Hughes Grain Co., of which J. A. Hughes is mgr. Henderson & Jackson, of Lorraine, H. T. Doss, of Texola, Okla., and the Paris Feed Co., of Paris, Tex., have applied for membership.—H. B. Dorsey, sec'y.

El Paso, Tex.—Clarence G. Mueller, ass't mgr. of the El Paso Grain & Mfg. Co., has been charged with embezzling \$1,581 of the company's money and a warrant for his arrest has been issued on request of Claiborne Adams, mgr. of the company. His whereabouts are not known, although he had written the company from Florida stating that he had secured \$4,387 of its money but that it would be useless to try to find him.

WASHINGTON

Goldendale, Wash.—Frank Aldrich, who was a grain buyer for the Pacific Coast Elvtr. Co. for many years, died recently.

WISCONSIN

Poskin Lake sta. (Paskin p. o.), Wis.—A new 25,000-bu. elvtr. and feed mill have been opened by R. H. Williams under the name of the Independent Farmers Grain Co.

Rice Lake, Wis.—The report that there are no grain elvtrs. at this station is incorrect. E. Craite & Son Mfg. Co. recently built a 25,000-bu. elvtr. and 46x100 ft. warehouse at a cost of \$20,000. The plant is equipped thruout with up-to-date machinery.

Wausau, Wis.—The H. E. McEachron Mills incorporated to handle grain and grain products; capital stock, \$300,000; incorporators, H. E. McEachron, G. C. Gerndt and Philip Plantz.

MILWAUKEE LETTER.

The rate of interest on advances for February has been fixed by the finance com'te at 6%.

A personal voluntary petition in bankruptcy has been filed by E. G. Hadden, pres. of the defunct E. G. Hadden Co. Liabilities, \$59,488.53; assets, \$7,159.66. Property exempt amounts to \$2,150 and unsecured claims to \$38,497.57, of which \$21,461.58 is payable to the E. G. Hadden Co. He carries accident insurance for \$59,100 and \$6,500 life insurance.

70,000 Bu. Transfer Elevator at Warren, Minn.

Grain shippers, recognizing the waste in the old time practice of shipping all grain to terminal markets direct from farmers' wagons, without cleaning or conditioning, are providing more and better cleaning and transfer facilities at junction points throughout the grain surplus states. Recently a new iron clad cribbed elevator, with four metal tanks, was completed for the Spaulding Elvtr. Co., at Warren, Minn., by T. E. Ibberson. Warren is in the northwestern part of the state, at a junction of the Great Northern and the Soo Rys. The plant affords storage room for 70,000 bushels and cost about \$40,000.

The elevator proper is 44x62 feet on the ground and 95 feet high. The working house is an all overhead bin house, there being 18 hopper bottom bins, in addition to four galvanized steel tanks of 7000 bus. capacity each, as manufactured by the Perfection Metal Products Co., and erected by T. E. Ibberson, who represents that company in the Northwest. All of the latest and most improved machinery for the rapid handling of grain has been installed, both for loading and unloading cars from track, to and from the different bins and hoppers tanks. Grain is delivered to the different tanks by means of a belt-conveyor in the gallery and removed by one underneath.

A Day Dust Collecting System throughout the entire plant, in addition to sweeping the house, draws the dust from heads and boots, discharging into the dust-house. All bins and tanks are equipped with the Ibberson Patented Bin Alarm System, having cut-out switches on the work floor. A 1500 bu. hopper scale with type registering beam is installed in the



Corn and Oat Tables

—ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50cts.

Grain Dealers Journal

315 So. La Salle St., Chicago, Ill.

cupola. A Humphrey Manlift affords easy passage from the basement to the different floors in the cupola. A driveway for local trade on one side of the house is fitted with a wagon scale, having a full platform dump in connection with the L-B trip irons.

One large Eureka Receiving Cleaner and two Richardson Cleaners are installed on the work floor. A full basement nine feet deep under the entire plant contains boots, pits and spouting that work in connection with legs. Power is supplied by 7 electric motors. All motors being connected so as to operate the house in separate units.

A large dust-house 25 feet from main building is equipped with dust collectors. An office building is placed so that it is handy to the main working house.

The new storage plant will enable the Spaulding Elevator Co. to take care of its constantly growing business. Much grain will be brought from its country elevators in North Dakota for storage until shipment is made to city terminals.



Spaulding Elevator Co.'s Plant at Warren, Minn.

Supply Trade

OAKES, N. D.—M. L. Ames has located here and will engage in the elevator repair and building business.

CHICAGO, ILL.—The Chicago Car Seal Co. has decreased its capital stock from \$75,000 to \$50,000.

PITTSBURGH, PA.—The Standard Steel Car Co. has purchased the plants of the Pittsburgh Model Engine Co., located at Pittsburgh, and Peru, Ind.

BLOOMINGTON, ILL.—The B. S. Constant Mfg. Co. recently placed an order with the Richardson Scale Co. for a full car load of Richardson Standard Scales.

ST. PAUL, MINN.—The Fosston Mfg. Co. has increased its capital stock from \$100,000 to \$300,000. With this company has been consolidated the Carpenter Wing Carrier Co.

DALLAS, TEX.—The Werthan Bag & Burlap Co. has been granted a charter. Capital stock is given at \$10,000. L. Werthan, J. B. Moses and A. F. Weisberg are the incorporators.

LANSING, MICH.—The Original Gas Engine Co. will hereafter be known as the Ideal Engine Co. The capital stock of the company has been increased from \$150,000 to \$300,000.

MINNEAPOLIS, MINN.—The Strong Scott Mfg. Co. recently received a contract from the Milwaukee Vinegar Co. for a 200-bu. Morris Grain Drier to be placed in its plant at Cudahy, Wis.

ANY MANUFACTURER of grain elevator machinery who is interested in the Russian trade will find the map of this country sent out by R. Martens & Co., 24 State St., New York, N. Y., of great help. It is free for the asking.

CHICAGO, ILL.—The eighth annual meeting of the Nat'l Gas Engine Ass'n will be held in this city during the week of June 25, 1916. The program now being prepared by the officers promises to be the most interesting one for many years.

MONTREAL, QUE.—R. P. Durham, v. p. John S. Metcalf Co., Ltd., who has been in Australia for several months, has signed agreements with several state governments to design and supervise the construction of a number of grain elevators.

KANSAS CITY, Mo.—The western representatives of the Richardson Scale Co. held their quarterly meeting in this city on Jan. 28 and 29. Those present were H. R. Miller, mgr. of the Omaha office; N. C. Webster, mgr. of the Chicago office; and L. B. Graham, mgr. of the Wichita office.

WICHITA, KAN.—A. C. Rynders and Warren Myers of the White Star Co. will make an extensive trip through the east, visiting the plants of grain elevator machinery manufacturers. They will visit Kansas City, St. Louis, Chicago, Decatur, Maroa, Indianapolis, Beloit, Wis., Milwaukee, and Sidney, O.

MINNEAPOLIS, MINN.—The Washburn-Crosby Co. has decided to rebuild its Humboldt Mill, tearing out all the old machinery and increasing the capacity to 5,000 bus. The contract has been let to the Strong-Scott Mfg. Co. for all the machinery and equipment covering these improvements. Work will start about March 1 and the mill will be completed about May 1.

MINNEAPOLIS, MINN.—The Richardson Grain Separator Co. will have on the market in a short time, in addition to its wheat and oat separators and tailings separators, a line of attrition mills both single and double runners, for the production of ground feed, etc., and single disc grinders for the reduction of middlings, also a popular type receiving and general warehouse cleaner which will show some unique features and radical departures.

The following firms have recently installed Richardson Automatic Type Registering scales in their plants: J. G. Peppard Seed Co., Kansas City, Mo.; George Koch, Garden Plain, Kan.; Lost Springs Elvtr. Co., Lost Springs, Kan.; A. J. Moore, Metcalf, Kan. Regular Richardson Automatic Scales were installed by Schultz, Baujan & Co., Beardstown, Ill.; Darrow Farmers Grain Co., Darrow, Ill.; J. R. Wagner, Metamora, Ill.; Co-Operative Co., Elkhart, Ill.; F. P. McFadden & Co., Twelve Mile, Ind.

Successful Bag Sewing Machine.

Just as the automatic scale has made itself indispensable in putting out packaged commodities, so the sewing machine is coming into use wherever any considerable number of filled bags of grain or seeds have to be closed. A favorite machine with those desiring to do away with the expensive hand methods is shown in the engraving, as used in connection with an automatic scale.

The stand is mounted on roller-swivel casters so that the machine can be readily moved from one scale to another. The operator starts the machine by pressing a foot or knee lever, a traveling belt then carrying the sacks forward in time with the sewing mechanism. The chain of stitches between the bags is cut apart by an automatic clipping device without stopping the work, the bags being carried along and dropped from the end of the conveyor belt to a chute which carries them to the freight car. An individual electric motor or a belt drives the machine.

The stitch is of the double locked type, made with two threads, as used in the manufacture of the highest grade of bags. The upper or needle thread passes entirely thru the fabric for each stitch and the under thread is doubly locked with it by passing twice thru its loop. Thus the severing of one stitch does not affect the remaining stitches. The twine passes only once thru the eye of the needle and thus enters the seam with its strength unimpaired. Either four or 8 stitches to the inch are put in. The machines are made in three sizes and in different styles of construction, all having vertically adjustable conveyor belts, and some having adjustable heads, enabling the operator to set the line of stitching close down to the contents of the sack.

One man at the sewing machine will do the work of three or four hand sewers. It prevents the irresponsible dealer who does not have this machine, from refilling bags with inferior qualities. The machine makes it possible to reduce the length of the bag more than two inches, and saves sewing twine, the hand work using two or three times as much twine. The capacity of these machines is incredible. In feed factories, seed cleaning plants and flour mills these machines are closing 850 24-lb. sacks per hour. Additional information will be furnished readers of the Grain Dealers Journal on application to the manufacturers, the Union Special Machine Co.

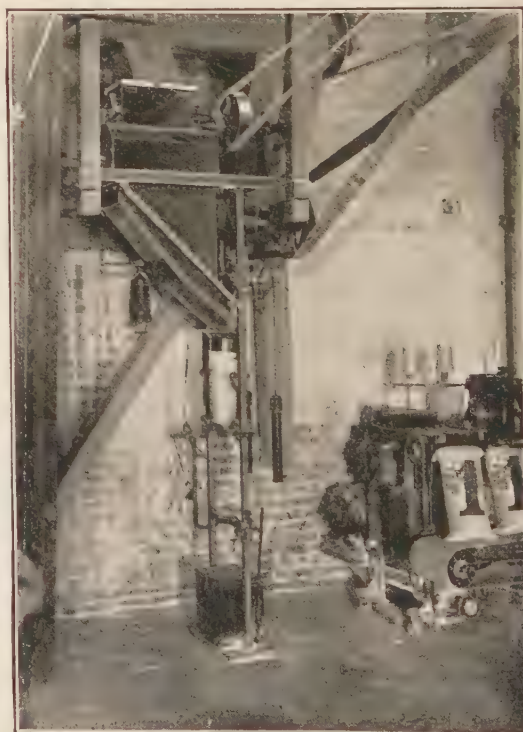
Books Received

THE RED BOOK for 1915 contains complete statistical information relating to grain, seeds, stocks, cotton, imports and exports for the principal countries, together with a separate dept quoting rules of inspection at the different markets. Among the other valuable information is a description of how trading is conducted on the Chicago Board of Trade, followed by 54 pages of miscellaneous information in table form. Howard, Bartels & Co., Chicago, price, 50 cents.

THE GRAIN DEALERS JOURNAL is O. K.—F. R. Anderson, mgr. Farmers Elevator Co., Cannon Falls, Minn.

ELECTRIC LIGHTS are used at Durham, Kan., to guard 21,000 bus. of grain which has been dumped on the ground near the local elevators. The grain will be transferred to cars as soon as these are available, and in the meantime the elevator operators are safeguarding their property on the assumption that thieves prefer to work in the dark.

AMENDMENTS to the Grain Grades Act will be offered by Rep. Sydney Anderson, who says: The com'te inserted a provision in the bill to meet the views of some of the members in whose states there is an inspection service, but they do not go far enough to suit me. The bill as reported gives the employes of such states as have inspection systems a preference right of appointment as government inspectors. It also provides, however, that the secretary of agriculture may appoint other inspectors from outside the state, and this, to my mind, will create a double system in states like Minnesota. I shall attempt to have the bill amended so that there shall be but one set of officers, the state officers, who are qualified thru long experience to grade grain after the department has fixed the standards as prescribed in the measure.



Special Bag Sewing Machine.

Feedstuffs

THE HANOVER Flour & Feed Co., Hanover, N. Y., has been incorporated with \$25,000 capital stock.

THE PRANGE Milling Co., New Douglas, Ill., has been incorporated with \$60,000 capital stock to deal in wholesale feed.

THE WALL-ROGALSKY Milling Co., McPherson, Kan., contemplates increasing the feed manufacturing capacity of its plant.

A UNIFORM feed and meal bag law will be drafted by Allen Zaring and introduced into the present session of the Kentucky legislature.

A MOLASSES storage tank and new grain elevator have been constructed at the plant of the Worth Milling Co., Fort Worth, Tex.

WICHITA, KAN.—H. B. Allen, sec'y-treas. of the Wichita Alfalfa Stock Food Co., on Jan. 26, was fatally injured in a railroad accident.

NUMEROUS IMPROVEMENTS to the feed plant of the Champion Feed Milling Co., Lyons, Ia., have increased the capacity of the mill to 100 tons daily.

THE SCOTT County Milling Co., Oran, Mo., is adding a concrete and steel elevator to its plant, the Burrell Engineering & Construction Co. doing the work.

A LAKE-AND-RAIL rate of 5c per 100 lbs. on feed, Minneapolis to Duluth, is asked of the Interstate Commerce Commission by carriers operating between the two points.

VAUGHAN TAYLOR and others have incorporated the firm of Huff & Cook, Roanoke, Va., with \$100,000 capital stock to manufacture feed and handle seed at wholesale.

THE GLOBE Elevator Co., Buffalo, N. Y., has moved its headquarters to the ground floor of the Chamber of Commerce Bldg., devoting one portion of the new space to its printing equipment.

FIRE destroyed the feed warehouse of Matthews & Harrison, Kingston, N. Y., on Jan. 22. As the company enjoys a large business in New York state the plant will undoubtedly be rebuilt at once.

IN DECIDING the complaint of Hottelet & Co., Milwaukee, Wis., the Interstate Commerce Commission held the rates on brewers' dried grain from Louisville to Manassas and Nokesville, Va., are reasonable.—P.

BLACKSTRAP MOLASSES, which before the outbreak of war could be purchased at New Orleans for 3c per gallon, is now sold at that market for 17c. The alfalfa mixed feed consumption, however, has been affected only slightly.

THE BEARGRASS Slop Sales Co., Louisville, Ky., has been incorporated to handle the wet or dry slop from distilleries of the state, which, in anticipation of a small demand, did not contract with enough cattle feeders for the by-products.

THE PARRY Grain & Milling Co., Milwaukee, Wis., has purchased a tract of land at that city upon which it will erect a feed plant, elevator and warehouse. Thos. W. Parry will manage the new enterprise, which will specialize in poultry and stock feeds.

THE KANSAS City Alfalfa Feed Co., Kansas City, Mo., has leased ground for the construction of an alfalfa meal mill with a capacity of four tons per hour.

SUIT for \$25,000 damages has been filed by John Wade & Sons of Memphis, Tenn., against C. U. Snyder & Co., molasses jobbers, alleging violation of contract.

A CAR OF OATS shipped by the Mueller & Young Grain Co., of Chicago, to Richmond, Va., was seized by the government because of alleged mixture with corn and chaff.

THE INCREASE in the value of molasses has been brought about largely thru the demand for ammunition and explosives, which has been so great, and the material at hand to manufacture them so scarce, that distillers can now afford to pay \$25 per ton for low grade molasses.

SPARTANBURG, S. C., Feb. 2.—We have recently installed machinery for the manufacture of stock, poultry and horse feed, using the following ingredients: alfalfa meal, corn, gluten meal, kafir, milo maize, cracked wheat, sunflower seed, brewers grain and beet pulp.—Spartan Grain & Mill Co.

BUFFALO, N. Y.—The Mutual Millers & Feed Dealers Ass'n of Western New York and Pennsylvania at the annual meeting Jan. 28 elected Wm. H. Merrick of Corry, Pa., pres.; Edwin A. Bagy of Conewango, N. Y., vice pres.; H. R. Wilbur, of Jamestown, N. Y., sec'y, and Henry H. Neff of Salamanca, N. Y., treas.

THE CUBAN blackstrap has been our chief dependence for two years, and has sold at from 5 to 6 cents, New Orleans. The crop has been handled by one large company, mainly because of control of lighterage concessions at different ports, transportation facilities, storage tanks, tank steamers, etc. An effort has been made to use the ferry at Key West, for carrying tank cars from Havana, but this method is too slow to be a factor in the situation. There is a wide variation in the production of blackstrap from year to year, due to the varying sugar content of each crop. For instance, where the cane is of poor quality the amount of sugar obtained is low and about seven and one-half gallons of blackstrap are produced from one ton of cane. If the cane is of good quality, the yield of sugar is much greater and only four gallons of blackstrap result. It now develops that this year's crop in Cuba is of fine quality and the yield of blackstrap comparatively small.—Edgar-Morgan Co.

Feedstuffs Movement in January.

Receipts and shipments of feeding stuffs at the various markets during January, 1916, compared with January, 1915, were as follows:

	Receipts.		Shipments.	
	1916.	1915.	1916.	1915.
Chicago, lbs.	51,127,000	39,250,000	71,564,000	68,842,000
St. Louis, sacks	165,430	104,430	90,940	85,770
New York, lbs.	4,536,000	.....	481,400	.....
San Francisco, tons	1,230	1,290	.....	.....

THE FEBRUARY publication of the Crop Improvement Com'te, Chicago, is devoted principally to barley. Some of the subjects covered are fertilizers for barley; tools needed; selecting, testing and planting the seed; stacking, and protection.

A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,

Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is *also a very efficient medium in saving telegraphic tolls.* Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but *we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.*

Yours truly,

POPE & ECKHARDT CO.
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order *today*. Price \$3.00.

Grain Dealers Journal

315 So. La Salle St.

Chicago, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. I. & L. in Sup. 17 to 985-D quotes rates on grain, grain products and seeds between its station in Kan. and stations on the Anthony & Nor.; and points in Okla., effective Feb. 28.

B. & O. in Sup. 11 to 13,347 quotes rates on grain and grain products from its stations; to Boston, Mass., New York, N. Y., Philadelphia, Pa., Baltimore, Md., and other eastern and interior stations, effective Feb. 1.

C. G. W. in Sup. 36 to 14,903-C6 quotes rates on grain and grain products from Atchison, Leavenworth, Kansas City, Kan., Kansas City and St. Joseph, Mo., to other stations on the C. G. W. or its connections, effective Mar. 1.

A. T. & S. F. in Sup. 18 to 5,655-U quotes rates on grain, grain products and broom corn from points in Kan., Colo., N. M., Okla., and Superior, Neb., to Galveston, Port Bolivar, and Texas City, Tex., when for export, effective Feb. 24.

Monon in Sup. 5 to I. C. C. 2288 reduces the minimum weights on grain for export to 90% of the marked capacity of car; and to 56,000 lbs. on cars of over 60,000 lbs. capacity loaded with barley, corn, oats and screenings thereof.

M. & St. L. in Sup. 20 to 1,650-A quotes rates on wheat, corn, oats, rye and barley dried, cleaned, mixed, shelled, milled, blended, stored or packed in transit from its stations in Minn., Ia. and S. D.; to western points, effective Feb. 1.

Canadian Northern has issued tariffs quoting rates on grain and grain products from Port Arthur to Grand Trunk stations in eastern Canada, via North Bay, on the same basis as quoted in the Canadian Pacific tariffs, effective immediately.

C. G. W. in Sup. 5 to 53-E suspends rates on grain and grain products from St. Joseph, Kansas City, Mo., Leavenworth, Kansas City, Kan., Council Bluffs, Ia., Omaha and South Omaha, Neb., to Newport News and Norfolk, Va., to May 24.

C. I. & P. in Sup. 9 to 5,577 quotes rates on grain and grain products from stations on the C. I. & L. and Chicago & Wabash Rys., to Boston, New York, Philadelphia, Buffalo, Pittsburgh, and other points in eastern states and Canada, effective Jan. 1.

C. & A. in 1,651-C quotes rates on grain and grain products from stations in Ill. on the C. & A., and Chicago & Illinois Midlands Rys., and St. Louis and Louisiana, Mo., to Milwaukee and Racine, Wis., North Chicago, and Waukegan, Ill., effective Mar. 7.

Santa Fe quotes an export rate of 30.7c on wheat, corn, oats and rye from Albuquerque, Belan, French, Las Vegas, Springer, Santa Fe, Des Moines, Raton, Wagon Mound and Ute Park, N. M.; to Galveston, Texas City and Port Bolivar, Tex., effective Jan. 23.

C. I. & L. in Sup. 14 to 4,058-A quotes rates on grain products from Chicago, Pullman Junction, South Deering, Ill., and Hammond, Ind., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh, and other points in eastern states and Canada, effective Feb. 10.

Mo. Pac. in Sup. 36 to 4746 quotes rates on grain, grain products, seeds and seed products between Missouri River points and rate points; and stations in Colo., Kan., Mo., Neb. and Okla.; also rates on seeds from its stations; to points in Ill. and Minn., effective Feb. 19.

C. B. & Q. in Sup. 9 to 849-E suspends rates on grain and grain products from stations on the C. B. & Q. in Ill., Ia., and Mo., stations on the Chicago, Aurora & De Kalb, Rock Island Southern Ry., and from Victoria, Ill., to Atlantic seaboard, interior, and eastern Canada points, effective Feb. 13.

C. B. & Q. in Sup. 32 to 4,000-B quotes rates on grain, grain products and seeds from Chicago, Peoria, Ill., St. Louis, Mo., Minneapolis and St. Paul, Minn., to stations in Ia. and Mo., except Missouri River Crossings, also to Brookport, Metropolis, Cairo, Ill., Memphis, Tenn., Mobile, Ala., and New Orleans, La., effective Feb. 15.

C. I. & L. in Sup. 14 to 4,755-A quotes rates on grain in carloads from Chicago, Pullman Junction, South Deering, Ill., and Hammond, Ind., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh, and other points in eastern states and Canada, effective Feb. 10.

Soo quotes a rate of 10c on wheat and flaxseed from Minneapolis, St. Paul, Minnesota Transfer, Duluth, Camden Place, Minn., Ashland and Superior, Wis.; to East Joliet and Coster, Ill.; and a rate of 7½c on corn, oats and barley from same points; to East Joliet and Coster, Ill., effective Feb. 12.

C. I. & L. quotes an export rate of 15.7c on wheat, 16.2c on oat and 15.2c on corn, rye and barley from Chicago, proper; to New Orleans and Pt. Chalmette, La.; also a proportional rate of 15.2c on wheat, corn, oats, rye and barley from Chicago; to New Orleans and Pt. Chalmette, La., effective Feb. 22.

C., R. I. & P. in Sup. 32 to 13207-F gives joint proportional rates on grain and grain products and seeds from Albright, Neb., Kansas City, Kan., Atchison, Council Bluffs, Omaha, Leavenworth and St. Joseph to stations in Illinois, Indiana, Iowa, Michigan and Wisconsin, effective Mar. 21.

C. R. I. & P. in Sup. 35 to 28675-B quotes rates on grain, grain products, broom corn and seeds in carloads from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Louis, Mo., Minneapolis, St. Paul, Minn., and Omaha, Neb., to stations in Colo., Kan., Mo., Neb., N. M., Okla., and Tex., effective Feb. 29.

C. & E. I. in Sup. 1 to 622-C quotes rates on grain, grain products, broom corn and seeds from stations on the C. & E. I. Ry., to points in Ala., Ark., Conn., Del., D. C., Fla., Ga., Ill., Ind., Ia., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., O., Pa., R. I., S. C., Tenn., Vt., Va., W. Va., Wis., and points in Canada, effective Mar. 1.

C. & A. in Sup. 1 to 1596-C quotes rates on grain and grain products from stations in Ill., on the C. & A., C. & N. W., or the Chicago & Illinois Midland Rys., also from Louisiana, Mo., to Memphis, Tenn., New Orleans, La., Helena, Ark., and points in Ala., Ark., Fla., La., Miss., and Tenn., and when for export to Key West, Pensacola, Fla., Mobile, Ala., New Orleans, Port Chalmette or Westwego, La., effective Feb. 26.

Santa Fe quotes an export rate of 25.2c on wheat and 22.7c on corn from Roland, Caldwell, Corbin, Perth, South Haven, Hunnewell, Rome and Wellington, Kan.; to Galveston, Texas City and Port Bolivar, Tex.; 25.7c on wheat and 22.7c on corn from New Burlington, Ituna, Cherokee, Nash Jctn. and Hillsdale, Okla.; to same points; and 26.2c on wheat and 23.2c on corn from Avard, Alva, Noel, Loder, Capron and Brink; to same points, effective Mar. 18.

APPROPRIATION FOR COUNTY AGENT.—Under Vocational Education Law, § 12 (Burns' Ann. St. 1914, § 66417) declaring that upon proper petition for a county agent, together with a deposit of \$500 to be used in defraying the expenses of such agent, the county board of education shall file the petition, and within 30 days of its receipt with the county council, such body shall appropriate annually the sum of \$1,500 to be used in paying the salary and other expenses of the county agent, it is the duty of the county council, a petition for the appointment of a county agricultural agent, together with a deposit having been filed, and an agent appointed for one year, to renew the appropriation for the succeeding year without a second petition and deposit.—*Comer v. State*, Supreme Court of Indiana, Jan. 7, 1916, 110 N. E. 984.

Supreme Court Decisions

Contracts for Future Delivery Valid In New York.—The rule in New York as to contracts for future delivery of merchandise is that the contract is not invalid for the uncommunicated and unshared intention of one party not to deliver or receive, but only when such intention is shared by both parties as an element of the contract.—*Botts v. Mercantile Bank of Memphis*, Supreme Court of New York. 156 N. Y. Supp. 700.

Warehouse Receipts.—Under Acts 33d Leg. 2d Called Sess., c. 5, § 42, providing that the landlord's lien shall continue so long as the cotton is stored in a warehouse, provided a negotiable receipt has not issued therefor, a simple receipt in form stating no time of delivery of cotton stored, but merely the date of storage, number of the receipt, weight, class and number of bales, is not a "negotiable receipt."—*Morris v. Burrows*, Court of Civil Appeals of Texas. 180 S. W. 1108.

Damages for Failure to Furnish Markets Reports.—Where defendant agreed to furnish plaintiff cotton market reports for a consideration, and failed to do so, plaintiff could not recover any damages incurred by his purchase of cotton above the market price, the breach of contract not being the proximate cause of the damage, which was due either to his reliance on other reports or his assumption of knowledge of the market prices, which was in itself negligence.—*Western Union Tel. Co. v. Exum*, Court of Civil Appeals of Texas. 181 S. W. 558.

Liability for Freight.—Ignorance of the purchaser and holder of the B/L, indorsed by the consignee, when he received the goods from the carrier, that the carrier looked to him for the freight, does not relieve him from the liability therefor under the law, the carrier having a lien on the goods for its freight charges, having delivered them to him without collection of freight only because he was on its credit list, and paid weekly, and having a right to assume that he would recognize his legal liability to pay under the terms of the B/L.—*New York, N. H. & H. R. R. Co. v. Sampson*, Supreme Judicial Court of Massachusetts. 110 N. E. 964.

Failure to Accept Delivery.—In a buyer's action for failure to deliver barley, the seller's answer, admitting the execution of the contract, but denying that he defaulted by a failure to deliver barley according to its terms, alleging he did not so deliver because of the buyer's refusal to accept delivery, and demanding judgment, after paying \$175 to the clerk as the balance due the buyer of the \$500 cash payment made by him after deducting the seller's damages, with interest and costs in the action, was sufficient to warrant the relief, since, if the seller offered to perform according to the contract, and was prevented by the buyer, he was entitled to be reimbursed for all loss, and it was not necessary to allege that he had elected to avail himself of either option given him by Rev. Codes, § 6059, to abandon the contract and sell elsewhere, or to sue for the difference between the contract price and the value of the goods to him.—*Lehrkind v. McDonnell*, Supreme Court of Montana. 153 Pac. 1012.

Fire Set by Locomotive Engine.—In an action, against a railroad company for the burning of plaintiff's warehouse, which it was claimed ignited from sparks from an engine, the question whether the engine was properly managed, it appearing that the driver allowed the wheels to slip, and that the engine emitted great quantities of smoke and sparks, is one

for expert testimony. While, ordinarily the measure of damages for the firing of a building through the negligence of a railroad company is the market value of the building, yet where the building had no market value, its fair cash value, based on its cost, the uses to which it had been put, its age, location, and the like, is the measure of damages. Where a railroad company tried to restrict its liability on the ground of an exemption contained in a contract or lease whereby it constructed a side track, but the instrument itself was not produced in evidence, the ordinary form of contract for the laying of side track was inadmissible; it not being clear that it was always used.—*William R. Roach & Co. v. Blair*, Supreme Court of Michigan. 155 N. W. 696.

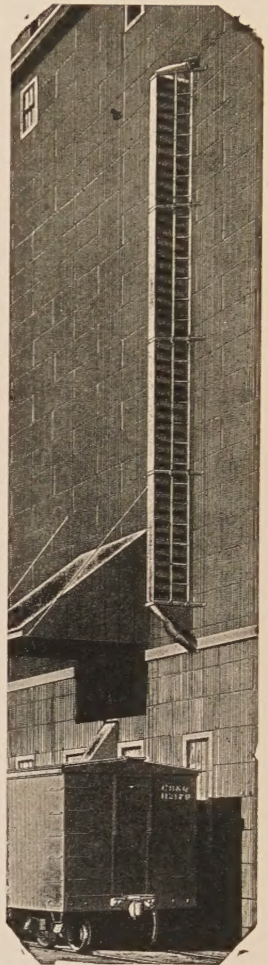
Broker Liable for Conversion for Sale of Stock Privately in Compliance with Rule of Exchange.—Plaintiff prior to July 30, 1914, when the stock market closed, bought through defendants, certain shares of stock to be carried on a 10 per cent margin, and on July 30th, when his margin was less than 10 per cent of the market value of the stock, and after demand failed to furnish additional margin, and defendants, under a rule of the exchange that members could sell only to relieve the necessities of themselves or their customers and after giving a list of the securities for sale to an exchange committee and could not sell at prices less than the closing price of July 30, on Aug. 17, sold the stock under such rule. Held that, even if plaintiff had agreed that the transaction between himself and defendants was to be governed by the rules of the exchange, such special rule was not binding on him, that the rule itself did not attempt to allow brokers to sell without authority of their clients, that sale was in effect a private sale contrary to the law permitting a sale for any unpaid balance only at a public sale after due notice, and hence was a conversion.—*Peschke v. Wright*, Supreme Court of New York. 156 N. Y. Supp. 773.

Liability for Unrepeated Message.—Interstate Commerce Act. Feb. 4, 1887, c. 104, § 1 (3), 24 Stat. 379, as amended in 1910 (Act June 18, 1910, c. 309, § 1 (3), 36 Stat. 544 [U. S. Comp. St. 1913, § 8563]), declares that telegraph, telephone and cable companies shall be considered common carriers, that all charges for transmission of messages shall be just or reasonable, and that messages may be classified into such classes as are reasonable. Sections 3 and 15, respectively, declare that it shall be unlawful for any common carrier to give any undue preference to any person, and that whenever, after a full hearing under an order for investigation, the Interstate Commerce Commission shall be of the opinion that rates are unjust or discriminatory, it may prescribe what may be just and reasonable rates, and the carriers shall thereafter not publish or demand any rates in excess of the maximum prescribed, but it shall adopt the classification and observe the rules and regulations fixed. The contract for the transmission of an interstate message as evidenced by the stipulation on the back of the telegram blank provided that the company should, in case the message was not repeated, be liable in case of negligence or delay in transmission for not more than the price received for sending the message. Held, that the state courts are without jurisdiction to determine the reasonableness of the stipulation, that being a question for the Interstate Commerce Commission, although they may take cognizance of an action to recover from the telegraph company the amount paid for transmitting the message.—*Haskell Implement & Seed Co. v. Postal Telegraph Cable Co.* Supreme Judicial Court of Maine. 96 Atl. 219.

WE ENJOY the Grain Dealers Journal and like to look over the news items during our spare time.—Wm. Wagner, mgr. Jerome Mfg. & Elvtr. Co., Jerome, Ida.

THE HESS OUT DOOR GRAIN CONDITIONER

is attached to the outside of your mill or elevator. It will cool heating grain, sweeten musty or fermenting grain, cleanse and brighten dusty and dull grain, and improve the quality generally. It operates by concentration of the wind upon the grain while it is stirred and moved by gravity. No heat, no fans nor other machinery are required, and it takes up no space in your elevator. We furnish it in various sizes to meet any requirements.



The complete equipment costs \$75.00 and upward according to length. It will repay its cost many times in a single season, in improvement of grain passed through it.

Hess Warming & Ventilating Co.

907 Tacoma Bldg., CHICAGO

Makers of Hess Grain Driers:
Moisture Testers, Corn Grading
Sieves and Percentage Scales

Patents Granted

1,169,241. Bag Holder. (See cut.) H. R. Conklin, Joplin, Mo. A plate is provided with a central supply orifice and peripheral groove. A retaining band, co-operating with the grooves retains a bag between the plate and groove, while a securing band is placed over the retaining band.

1,169,599. Grain Condition and Tempering Machine. (See cut.) W. S. Barker, Auburn, Ky. The machine is enclosed within a housing, into which grain is directed. The grain is distributed in a loose state and a water supplying member, consisting of a plurality of movable plates, forces a mist into the path of the grain, so that it may absorb a certain portion of the water.

1,170,438. Dust Collector and Separator. (See cut.) C. D. Fahrney, Milwaukee, Wis. A vertically disposed cylindrical chamber has a tangential inlet and openings at the top and bottom. A flange projects downwardly from the rim of the top opening, and a spirally constructed hood is disposed over the mouth of the flanged top opening to permit the escape of whirling air without resistance, but at the same time screening the air as it escapes.

1,170,445. Elevator. (See cut.) A. J. Hartley, Peoria, Ill., assignor to Hart Grain Weigher Co., Peoria, Ill. An elevator housing includes a boot member, and grain carrying members within the housing include belt and wheels. The wheel within the area of the opening to the boot is provided with deflector members correspondingly disposed at an angle with the axis of the wheel, and extending across the entire width of the wheel's face.

1,169,351. Conveyor cleat. (See cut.) S. F. Quay, Flagstaff, Ariz. A link receiving groove is cut from the lower member, and a boss integral therewith has a curved tongue receiving recess. The upper member, resting upon the lower member, has a link receiving groove co-operating with the upper groove, the two retaining the cleat in a link. A tongue integral with the upper member, enters the tongue receiving recess, thus holding the members in position. Means are provided for securing the tongue in that position.

1,169,217. Car seal. (See cut.) O. O. Wilcox, Denver, Colo., assignor of 1/3 to P. I. Venard, and 1/3 to C. W. Loomis, Denver. A flat strip of metal with one end bent backwardly upon itself, provides two thicknesses of metal. The bent portion is parallel to the strip and spaced therefrom, both thicknesses having aligned slots, while the other end of the strip is provided with an aperture and a spring slidable in the slots and disposed at right angles to the slots.

1,169,108. Wagon scale. (See cut.) M. E. Anderson, DeKalb, Ill., assignor to the Jacob Haish Co., DeKalb. A pair of frames are fulcrumed to a suitably supported frame, with their inner ends in proximity to each other. Two bolsters normally supported on the main frame are elevated by the outer ends of the pivoted frames when the inner ends are forced downwardly. Weighing devices are carried on the side of the main frame and a transverse lever, fulcrumed centrally of the main frame, is connected at its outer end with the weighing devices. Means are provided for depressing the inner ends of the pivoted frames and for connecting them with the inner end of the transverse lever.

Elevator Nets Quick Profit.

Fred Mosher of Rexford, Kan., has found the grain elevator business a paying investment, even tho it was unnecessary, in his venture, to handle a single bushel of grain. About the middle of January he purchased the elevator of Charles Frickey at Oberlin, Kan., and two weeks later drove over in his automobile to take possession.

Before he had the opportunity to inspect his new property John Steiken of the Stinson Co. approached him with an offer of \$500 over what had been paid for the elevator, and Mr. Mosher, pocketing the roll of bills, climbed back into his automobile and returned to Rexford.

Some elevator owners do not recognize the value of their property until outsiders start bidding for it.

WHEAT RECEIPTS at Winnipeg during 1915 exceeded the combined wheat receipts of Chicago and Minneapolis for the same period, Winnipeg receiving 220,480,125 bus., while the other two cities received 218,055,370 bus.

Insurance Notes.

THE MILLERS Mutual Casualty and the Millers National Insurance Companies, Chicago, held their annual meetings on Jan. 26 and 27, both organizations re-electing the former officers.

THE NEW YORK Workmen's Compensation Commission was recently upheld by the Court of Appeals in allowing an employe of the Lehigh Valley Ry. \$12.39 weekly for the remainder of his life, for total disability.

GEO. R. HESS has resigned his position with the Millers National Insurance Co., Chicago, and has engaged in business on his own account as Geo. R. Hess & Co., conducting a general agency. A branch office will be maintained at New York.

CASUALTY statistics being compiled by the Millers Mutual Casualty Insurance Co., Chicago, show that 96 employes of mills and elevators were killed during 1915, while 1,388 were seriously injured. The year was one of the worst, in the matter of accidents, in the history of casualty insurance, the killed numbering only 20 less than for the combined three preceding years. During 1912-13-14, 116 employes were killed and 2,341 injured.

Shipping Notices Duplicating

are designed for use by grain country shippers in advising receivers of shipments, giving complete information regarding each car. The carbon copy remaining in the book gives shippers a ready reference for each load.

The form shows the grade, kind and weight of grain loaded into car—initials and number, with seal numbers, at station, on date; billed shipper's order, notify bank of draft for \$ made thru bank of to apply on sale of bushels made.

Printed on white bond originals, perforated so they may be easily removed without tearing, and yellow manila duplicates. Bound in books of 50 sets with heavy hinged pressboard tops and binders board bottoms, size 5½x8½ inches and supplied with two sheets of carbon. Order Form No. 3. S. N. Price 75c. Send all orders to

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GRAIN SHIPPING LEDGER

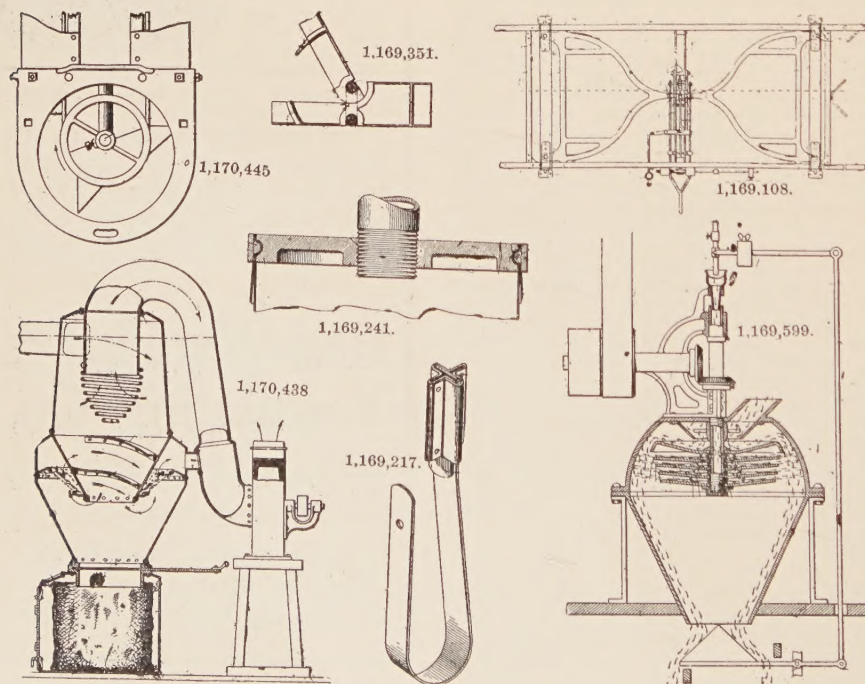
Form 24. An indexed shipping ledger for keeping a complete record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1-2 x 15 1-2 inches, used double.

The book contains 100 double pages. Atlas linen ledger paper is used. A 16-page ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price \$2.50.

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Grain Shippers

and in fact all grain men who are wide awake and on the alert to get onto all the ins and outs of the grain business, subscribe for and read the Grain Dealers Journal



The GRAIN DEALERS JOURNAL.

Statement Tri-State Mutual Fire Ins. Co.

The annual statement of the Tri-State Mutual Fire Insurance Co., as issued by E. H. Moreland, sec'y, Luverne, Minn., shows the insurance in force Dec. 31 to have been \$2,080,775, against \$1,966,583 Dec. 31, 1914 and \$1,406,140 Dec. 31, 1911.

The company's assets increased from \$21,156 a year ago to \$34,993 on Jan. 1, 1916. Net receipts for 1915 were \$20,028; and there was disbursed \$12,626 for fire losses, \$556 for taxes and fees and \$3,543 in expenses. Forty per cent of the premiums was returned to policyholders, against 35 per cent in each of the two years preceding, 60 per cent in 1912, 72 per cent in 1910 and 61 per cent in 1908.

Statement Western Grain Dealers Mutual Fire Ins. Ass'n.

A big gain in the amount of insurance in force was made by the Western Grain Dealers' Mutual Fire Ins. Ass'n during 1915, as shown by the annual financial statement of Sec'y Geo. A. Wells, of Des Moines, Ia. The amount in force Jan. 1, 1916, was \$2,352,174, against \$2,602,714 Jan. 1, 1915.

Assets comprised \$28,713 deposited in banks, \$17,892 in mortgage loans, \$1,255 interest accrued, \$658 book accounts, \$3,330 assessments due, and \$1,127 office furniture and fixtures, total \$52,978. Net fire losses paid during the year were \$7,584, and the expenses \$10,012.

Receipts included \$30,755 net assessments, \$704 interest, \$149 commissions earned, permitting the company to continue its policy of accumulating a net surplus while continually increasing the dividends, which during the first years of the Ass'n were 25%, later 30% and now 33 1/4%. Absolutely no commissions are paid to any officers or agents; the usual 20% to local agents would have amounted to over \$10,000, which was saved to policyholders.

Annual Statement Millers Mutual Casualty Ins. Co.

On Jan. 1 the Millers Mutual Casualty Ins. Co., as reported by J. C. Adderly, sec'y, Chicago, had a total of \$197,924 cash assets, which is an excellent showing for so young an organization. Mortgages were \$26,000, bonds, \$130,766; cash, \$25,498; accrued interest, \$3,201, and premiums in collection, \$12,457.

The cash resources of the company have increased to such an extent as to make the company one of the strongest writing liability and compensation insurance. It was considered needless to have the members obligate themselves as in the past for an additional contingent premium of five times the amount of the deposit premium on their policy. A resolution was, therefore, adopted limiting the contingent premium to one annual premium. This charge practically removed the only objection which stock insurance companies have ever urged against mutual insurance and the company is now in position to more effectively serve the members of the trade than ever before.

The company has available for the payment of losses \$415,179, comprising \$293,119 contingent surplus to policyholders; \$122,059 net cash surplus to policyholders; \$40,425 reserve for reinsurance; \$34,838 reserve for claims; and \$600 reserve for taxes and expenses. Since organization and \$142,024 loss items have been paid and reserved.

I COULD not get along very well without the Grain Dealers Journal.—Geo. A. Logan, mgr. Farmers Union Clearing House, Leedey, Okla.

PROPOSED INCREASES in the storage rates on grain and flour at New York have been suspended by the Interstate Commerce Commission until May 14.

A REVISED form of contract covering sales of grain to Great Britain is being considered by a special com'tee of the North American Grain Export Ass'n.

WHEAT and other foodstuffs will be admitted to Spain duty free, under a ruling of Jan. 11, but if exported the grain will be subject to an embargo tax.

I GREATLY enjoy reading the Grain Dealers Journal and do not think there is a better paper for grain dealers published.—H. W. Bowen, Bentonville, Ind.

INSURANCE FOR THE GRAIN DEALER

We ask you to investigate an INSURANCE COMPANY composed of GRAIN DEALERS only. Every member of this Company is actively engaged in handling grain at COUNTRY STATIONS.

Every member has a vote at the Annual Meetings of the Company. Your neighbor has increased his profits by his reduced insurance cost. Why not You?

Write for our INFORMATION PAMPHLET

Address,

TRI - STATE MUTUAL GRAIN DEALERS FIRE INSURANCE COMPANY
LUVERNE, MINNESOTA

Incorporated in Minnesota

E. H. MORELAND, Sec'y.

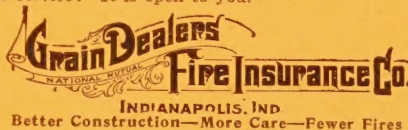
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2 plus 2 equals 5

Absurd—Certainly; but no more so than the way many insurance problems are solved. The average man will not make a contract involving \$500 without calling in a lawyer; but will make insurance contracts in any amount with a man who is in the fire insurance business merely as a side line. Is it any wonder that disputes often arise after a fire?

The "Grain Dealers" is a grain man's company. We study closely his insurance needs, and give him what his business requires. In other words we act as insurance counselors to our policyholders. Are you getting this service? It is open to you.

Fitzgerald & McCotter,
Western Mgrs.
Omaha, Nebraska



C. A. McCotter, Sec'y
Indianapolis, Ind.

Better Construction—More Care—Fewer Fires

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$24,011,664.48. Cash surplus \$531,396.68

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WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

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Write for Information Regarding Short Term Grain Insurance

Record of Cars Shipped

FORM 385 is a book designed especially for country shippers in keeping a complete record of each car of grain shipped. Reproduced herewith are the column headings and rulings of both the right and left hand pages.

Together with "Wagon Loads Received," it forms a very good set of books for a country dealer.

The book contains 160 pages of linen ledger paper, each 9 1/2 x 12 inches, ruled 29 lines to a page, so as to give the book spaces for recording 2,320 car loads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

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Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

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if Illustrated Book on Lightning Free. Explains kind of rods that protect. W. C. SHINN, 147 N. 16th St. Lincoln, Neb.

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Drive

Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

YOU can get CARS

if you proceed properly in filing your order and follow it up persistently, earnestly and stubbornly with duplicating Car order blanks. By using these blanks you make **formal order** for cars to suit your needs, and the **duplicate** copy provides you with undeniable evidence that the station agent received the order.

These formal orders give the station agent a feeling of responsibility, and often bring cars when verbal orders fail. By keeping a carbon copy of each order for cars would-be shipper has a complete record of all efforts to obtain cars—a certain proof in case of delay by the railroad company.

CAR ORDER BLANKS contain spaces for the name of the station, date, railroad, number of cars for immediate loading, number of cars for loading in—days, kind of grain, capacity, destination, and a space for the signature of the shipper. Also space for the date when the order is filed with the agent, and for the signature of the agent acknowledging its receipt.

These blanks are bound in book form. Each book contains 50 originals, 50 duplicates and 3 sheets of carbon. The originals are machine perforated so may be readily torn out, while the duplicate remains in the book.

If you wish station agent to heed promptly your orders for cars use **Form 222 C. O.**, Price 50 cents.

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Depends upon placing it before the right persons. You can get your advertisements before the grain dealers of the country by using this space.

The Ellis Systems

of Grain Drying and Oat Purifying are of unsurpassed excellence, a fact which is attested by the large number of repeat orders and new installations being made by this company in all parts of the United States.

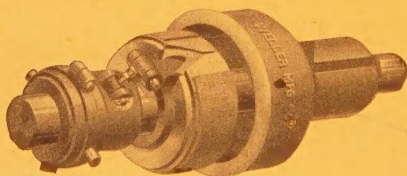
GRAIN
DRIERS

The Ellis Drier Co.
CHICAGO

OAT
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The simplest clutch on the market



If you have any Friction Clutch troubles or need new clutches it will pay you to investigate this one.

It has less parts and more power for its size than any other clutch.

Since we have put this clutch on the market, our clutch department has been swamped, but we have increased our capacity and we want more orders now.

Send for Catalogue G-27

It tells all about Friction Clutches of various kinds and some other things.

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Testimony of a Grain Machinery Manufacturer



The following unsolicited testimonial has been received by us:—

"The writer last week saw a dust collector on one of our milling separators which was one of your make and it was the **nicest working of any collector we have ever seen.** There was no back pressure upon our fans whatever and collected the dust perfectly."

However, while the above is a recommendation for our dust collectors, a dust collector alone will not prevent an explosion. You need a **DAY** dust collecting system. Our booklet for the asking.

THE DAY COMPANY
Minneapolis, Minn.